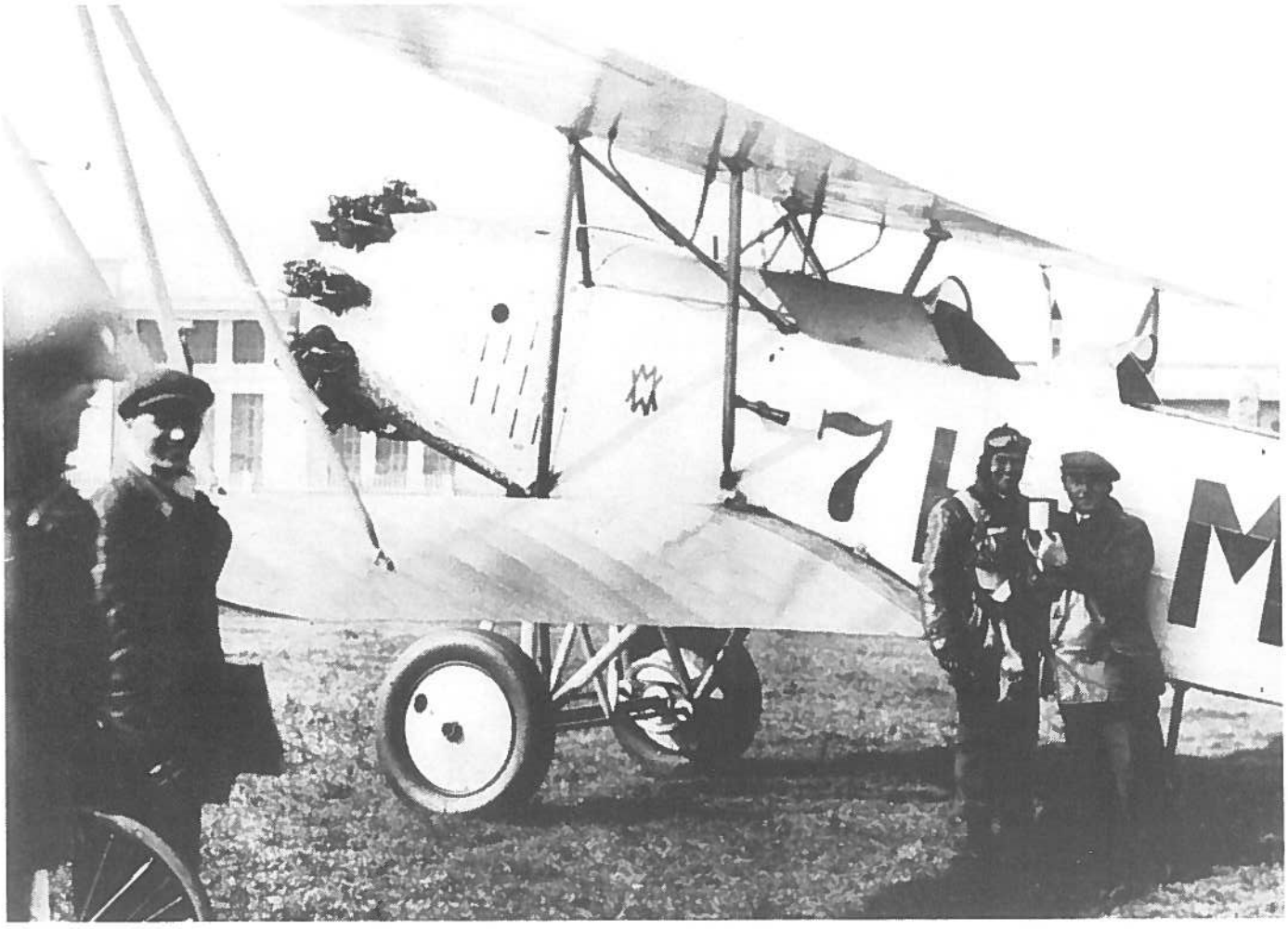
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June 1994

small air forces observer

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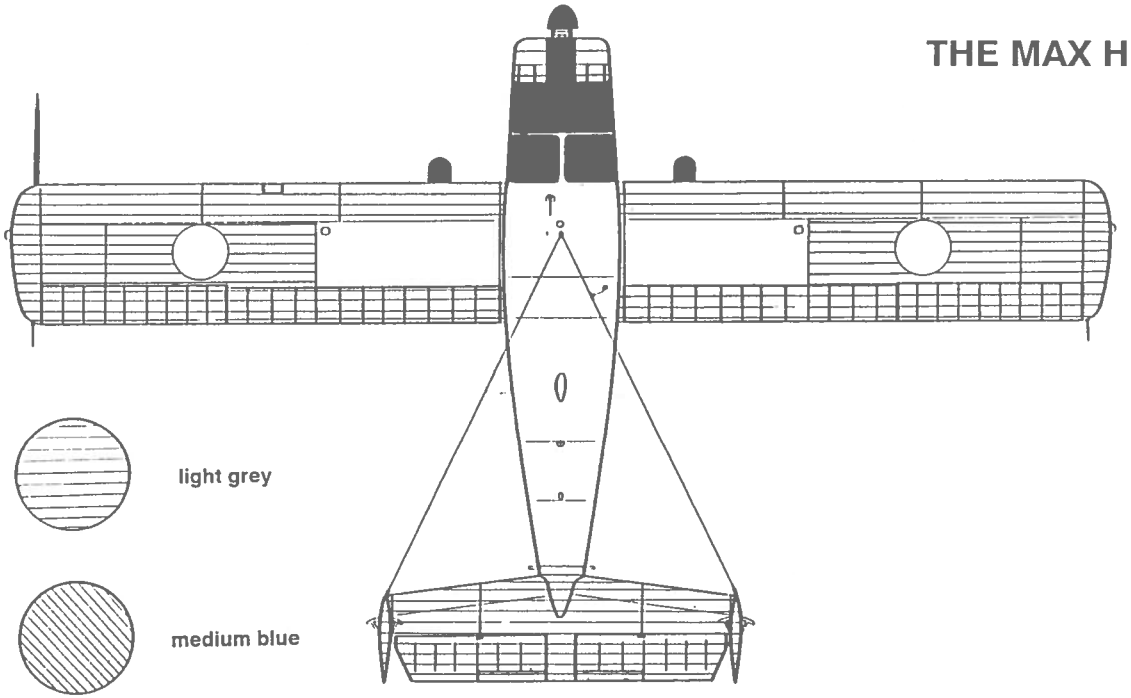


ROYAL HUNGARIAN AIR FORCE 1938-1939: PART I
SOVIET AVIATION IN THE FAR EAST 1925-1945
ROYAL HELLENIC AIR FORCE IN KOREA
AIR FORCES OF THE 1920s: PERSIA
CHINESE SUPER SABRES
SAAF IMPALA
ROA Bf-109G

vol. 18 no. 2 (70) June 1994

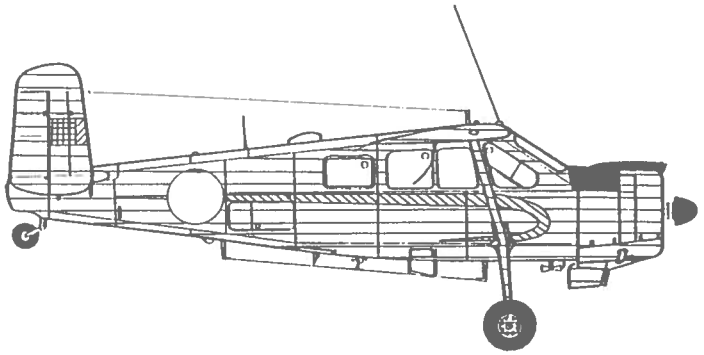
THE MAX HOLSTE MH 1512 BROUSSARD IN AFRICA

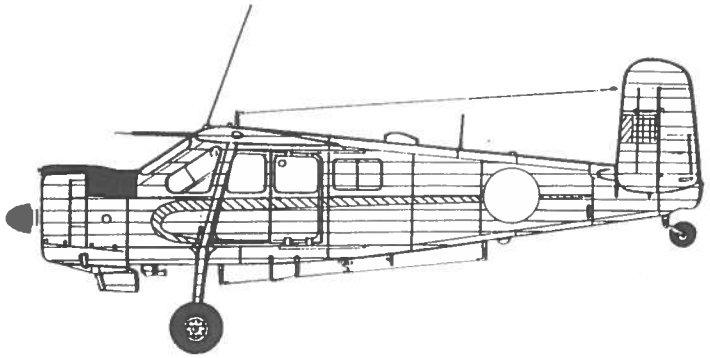
Part III

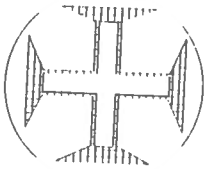


light grey

medium blue







medium green

red

The Forca Aerea Portugesa received four Broussards in 1961 which were sent to Angola. They were returned to Lisbon almost immediately because they did not fulfil the local operational requirements.

Mr. Hubert CANCE
56, Bd. E. Lintilhac
15000 AURILLAC
FRANCE

SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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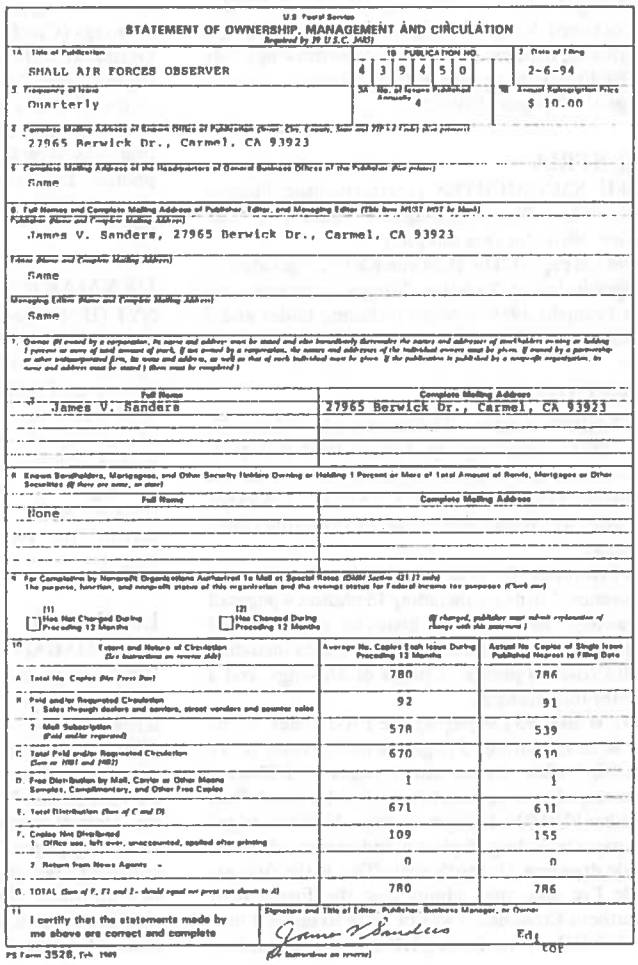
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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last know address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; Ira Campbell, Tamarac, FL; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN.

COVER COMMENTS: This Fokker C-V of the clandestine Hungarian Air Force carries civilian registration H-M? and the trade-mark of the Hungarian Weis Manfred company which built these aircraft under under license. The significance of the number '7' is unknown. The first part of a series on the pre-WWII Hungarian Air Force begins on page 41 of this issue with further photos to be found on pages 67 and 68.



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A. Total No. Copies (Net Press Run)	780	786
B. Paid and/or Requested Circulation 1. Sales through dealers and carriers, street vendors and counter sales	92	91
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D. Free Distribution by Mail, Carrier or Other Means Samples, Complimentary, and Other Free Copies	1	1
E. Total Distribution (Sum of C and D)	671	631
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Signature and Title of Editor, Publisher, Business Manager, or Owner: James V Sanders Editor

PS Form 3526, Feb 1989 (See Instructions on reverse)

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A$27; air mail A$30).
1/94 (32 pages) "Iberian Air War, Part 8: Heinkel He 112" 4 pages including 1/72-scale drawings and instructions on modifying the Matchbox He 112B into the open-cockpit V5, and 3 side-view drawings. "F4U Corsair Kits: Part 1" a 4-page comparison of the available 1/72-scale kits, accessories, and decals. "Marauder" one page with 2 side-view drawings (French & USN). "Junkers Ju 52/3m" 4 pages on modeling the Spanish bomber including 3 side-view drawings. "Iberian Armoured War, Part 9: Unl-35 Armoured Car" 2 pages including 1/76- and 1/35-scale drawings. "Horntet (sic) Update: 77 Sqn at 50" 2 pages including one photo and sketches. "More Miracles" 2 pages including 3-view drawings of RAAF Mirage A3-10. "South African Turbo Porter" one page on Bophathatswana Air Force PC 6/B2-H4 including 1/72-scale drawings

NEWS AND VIEWS (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A$30.00 air mail).
10-2 (32 pages) "25 Squadron 1937-1956" 7 pages including 8 side-view drawings and 4 photos. "Unknown Spads" 6 pages including 11 side-view drawings of Spad A2/A4 Spad XI, and Spad XVIA.2. "Kimpo Kapers: Part 2" 2 pages including table and 3 side-view drawings of RAAF Meteors. "Fighter Squadrons of the RAAF: 452 Squadron UK 1941/42" 9 pages including 17 photos and 8 side-view drawings of 452 Sqd's Spitfires.
10/3 (32 pages) "49th Fighter Group" 3 pages including 4 side-view drawings (P-47D & P-40E). "Lockheed Ventura in RAAF Service" 11 pages including 18 photos and 11 side-view drawings. "Me 109F Freidrich" 8 pages including 8 side-view drawings and 2 pages of sketches.

AUSTRIA

OFH NACHRICHTEN (Oesterrichishe Flugzug Historiker, Pfenninggeldgasse 18/2/14, A-1160, Wien. Write for free sample.)
1/94 (36 pages) "Die B-24 von Klein-Engersdorf" 6 pages including 9 photos. "Flugzeugstationierung im Fruhjahr 1938" 4 pages including tables and 3 photos of CR 20 in Luftwaffe markings.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues US $25 in cash, International Postal Money Order for 750 BF, or American Express IMO for US $25; add US $5 (or 120 BF) for airmail. Please specify French or Dutch edition.
#91 Autumn 93 (38 pages) "Les Spitfire Mk.14 de Florennes" 16 pages including 16 photos, 4 pages of drawings, and table of histories of individual aircraft. "Blackbird #2: FA-111" 5 pages including color cover, 4 photos, 2 pages of drawings, and a center-fold drawing.
#92 Winter 93 (38 pages) "Le FA-120 des 75 ans de la 2e Escadrille" 5 pages including color cover photo, 5 b&w photos, and 2 pages of 1/72-scale drawing of commemorative F-16A 'Comete'. "Les Fokker FVII/3M de l'aeronautique Militare Belge" 11 pages including 16 photos and center-fold 1/72-scale drawings. [Editor's note: This is the first article I've seen that admits that the From/Novo Southern Cross needs lots of work to make it into an F-VII/3m.] "Le Boeing KC-135A Stratotanker: 1e partie" 8 pages including 12 photos.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is $10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)
4/93 (18 pages) "Base Aerea do Galeao KC-137" 2 pages including scale 2-view drawings of 'FAB 2403' and scale drawing of pod. "Lockheed Neptune P2V" 2 pages including 3 side-view drawings. "Os Lockheed AT-33A da Forca Aerea Paraguaia" one page including 4-view drawing.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US $20.00 in US $22.00 elsewhere).
23/4 (24 pages) "Fairey Firefly Returns to Canada" one page with one photo. "Gulf War Sea Kings" 8 pages including 17 photos, several drawings of details, and review of accessories. "CT-133 Markings circa 1990" 4 pages mostly drawings of stencilling for Canadian T-33. "Supermarine S.5 and the 1927 Schneider" 2 pages including 3 side-view drawings.

CZECH REPUBLIC

ZLINEK (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in English.
#5 (32 pages) "MiG-21PF" 18 pages including 17 color photos, a 2-page 1/72-scale drawing, 5 side-view scale drawings of variants, a 2-page 4-view color drawing of Czech a/c '0404', 9 color side-view drawings (Czechoslovakia, Poland, Vietnam, East Germany, & Hungary), and a full-page color drawing of cockpit. "A Guerilla MiG-21" 2 page story of of the MiG-21s in North Vietnam. "The Story of '0441'" 2 pages story of the Czech L-39 Albatros that was struck by lightning including 4 color photos. "La-5" 6 pages including 7 photos, 6 side-view color drawings, and a page of 1/72-scale drawings.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.
#63 (30 pages) "Tiger Moth ved Haerens Flyvertrooper" 6 pages including 2 photos, table of individual aircraft, and drawings of 4 aircraft (including 'S-15' on floats in 'Greenland Red'). [Editor's Note: Could one of our Danish members provide the FS595 equivalent for 'Greenland Red'?]

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £18.00 (approximately $36.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).
1/94 (32 pages) "The Battle of Britain: Modelling the Aircraft involved: Part 1 The Focke-Wulf Fw 200C-1" 2 pages. "Macchi Down-Under" 7 pages including 5 photos, one 4-view drawing, and 7 side-view drawings. "Spanish Dewoitine D 371" 3 pages on kit bashing including 3 side-view drawings. "New Zealand Corsair" 2 pages including 4 side-view drawings. "The RAF's Russian Excursion" 3 pages including 2 side-view drawings of Hurricanes in Russia.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £ 17.00 approximately $34.00. In USA/Canada order from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).
#37 (32 pages) "Making an L-39V Target Tow Jet" half-page article on a simple modification for the KP kit of the L-39 Albatros. "The Bear Necessities" 2 page including 6 photos of Tu-95 Bear. "Bristol Type 188" 2-page kit review including 6 photos of the real thing. Review of over 30 kits.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ) [Editor's note: Besides the articles listed, each issue contains reviews of kits, decals, books, and magazines pertinent to the Swedish Air Force.]
#12 November '93 (22 pages) "Going Supersonic in the J 29 Tunnan" 2 pages. "SAAB Sk 60 in Splinter Camouflage" center-fold scale drawing. "The J 32 Lanser" 5 pages including color scheme and scale drawing of target tug version.
#13 February '94 (19 pages) "Photo Reconnaissance S 26 Mustang" 3 pages including a page of side- and top-view drawings. "Junkers Ju 86Z-2" A review of the Revell kit of the civil airliner along with 2 pages of scale drawings of the a/c as a Tp 7 in Flygvpnet service. "Miles Martinet TT I" a 2-page review of the Magna kit plus 1/72-scale 3-view drawing. "What the Best Dressed Pilot of the 1950's Wore" one page including drawing of Swedish AF flight suit.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues $20.00, no check accepted due to the high redemption costs).
#97/98 5-6/93 (28 pages) Nothing of small-air-force interest.
#99 1/94 (20 pages) Entire issue devoted to Finnish WWII Anti-aircraft guns.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, PB 149, 75961 Paris, Cedex 20, PB 149, 75961 Paris Cedex 20; 4 issues 150 FF).
#46 (48 pages) "Le Hanriot HD-1" 7 pages including 12 photos and 9 side-view drawings (Belgian, French, & Italian). "Il-2 Sturmovik" 9-page review of 1/48-scale kit including a 2-page 1/72-scale drawing and lots of sketches. "Spitfire" 6 pages on modeling including 7 photos of real aircraft, 8 photos of models (including 'GWoO' and 'WXoC' flown by French and Polish pilots during Dieppe operations.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France). [Editor's note: This magazine is highly recommended for small-air-force enthusiasts. If they ever come out with an English-language edition, they would wipe out SAFO.]
#11 Jan. '94 (52 pages) "Les Phanton Britanniques" 5 pages including 8 color photos and a 2-page cutaway drawing. "Le Loire 46: 3eme partie" 3 pages including 6 photos (2 Spanish). "Les

Premieres Forteresses" 4 pages including 11 photos. "Histoire de l'Aviation Serbe" 5 pages including 10 photos and 3 maps. "L'Arado 95: 2eme partie" 10 pages on the Ar-95 in Chile including 13 photos, 2-page cutaway drawing, 1/72-scale drawings, and 4 color side-view drawings (2 Spanish & 2 Chilean). "Quand les Marins Vidaient les Poches: 1ere partie" 6 pages including 15 photos of French Dauntless'. "Le Chasseur Nakajima Type 91" 11 pages including 20 photos, color cover painting, 2 pages of 1/72-scale drawings, and 3 color side-view drawings (2 Japanese and one Kwangsi). "Maquettisme: Un B-17C du Coastal Command" 3 pages with 10 color photos of model.

#12 Feb. '94 (52 pages) "L'arado AR 95: 3eme partie" 7 pages including 11 photos of Luftwaffe a/c, 3 pages of 1/72-scale drawings, and 2 color side-view drawings (one Luftwaffe and one Swedish 'SE-AOD'). "Le Heinkel He 70K en Hongrie" 8 pages including 18 photos and 4 color side-view drawings. "Histoire de l'Aviation Serbe: 4eme partie" 5 pages including 11 photos. "Le XF 85 Goblin: 1ere partie" 6 pages including 9 photos and 1/72- and 1/48-scale drawings. "Quand les Marins Vidaient les Poches: 2eme partie" 6 pages including 11 photos and color cover painting of French Dauntless'. "Les Premieres Fortresses: 2eme partie" 8 pages including 13 photos, a 2-page cutaway drawing, and 2 color side-view drawings. "Les Nieuport de l'Armee Rouge" 5 pages on a/c in the Red Air Force including 9 photos, a table of individual a/c, one color 3-view drawing, and 5 color side-view drawings. "Maquettisme: Un FW 190 D9 au 1/72 d'Italeri" 2 pages including 4 color photos of model.

#13 Mar '94 (52 pages) "Quand les Marins Vidaient les Poches: 3eme partie" 4 pages including 6 photos and one color side-view painting of French Dauntless'. "Les Premieres Forteresses: 3eme partie" 10 pages including 3 color photos, 20 b& photos (USAAF, RAF, and Japanese), color cover painting, and 6 color side-view drawings. "Histoire de l"aviation Serbe: 5eme partie" 5 pages including 15 photos. "Histoire de l'Aviation Chilienne: 1ere partie" 7 pages including 31 photos. "Le Heinkel He 70: 1ere partie" 8 pages including 29 photos. "Le XF-85 Goblin: 2eme partie" 5 pages including one color photo, 8 b&w photos, a 2-page cutaway drawing, and a color drawing of the underside of the B-29 mother ship. "Maquettisme: Le Siebel Si 204 et le NC 702" 4 pages including 11 color photos of the models.

#14 April 1994 (52 pages) "Visite chez les MiG 21R Polonais" 4 pages including 20 color photos. "Le Polokarpov I-5: 1ere partie" 6 pages including color cover painting, 11 photos, and 3 color side-view drawings. "Le Bloch MB210: 1ere partie" 9 pages including 21 photos, 2-page 1/72-scale drawing, and 2 color side-view drawings. "Le Heinkel 70 en Espagne" 9 pages including 27 photos and a 2-page cutaway drawing. "Histoire de l'Aviation Chilienne" 2eme partie" 7 pages including 25 photos. "Histoire de l'Aviation Serbe: 6eme partie" 4 pages including 4 photos. "Le XF-85 Goblin: 3eme partie" 4 pages including 10 photos and color side-view drawing of the B-29 "mother ship". "Maquettisme: Le Boulton Paul Defiant" 4 pages including 10 color photos of a model built from the 1/72-scale Airfix kit.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

1-94 (40 pages) Nothing of small-air-force interest.

2-94 (40 pages) Photos: Condor legion Me-109B & Ju-52 and Spanish Nationalist Breguet 19.

GREECE

NEA (IPMS-Greece, PO Box 79167, 175 05 Amfithea, Athens) 4 issues $25.00 for first year, $20.00 for next year. Includes English summary.

4/93 (28 pages) "The A-7 Corsair II in the Hellenic Air Force" 13 pages including 3 photos, 6 side-view drawings and a plan-view drawing. "VAB" a 7-page article on a Cyprus National Guard armored personnel carrier with lots of excellent color photos.

1/94 (28 pages) "China's Aeronautical Treasures" 8 pages including 15 color photos and 7 b&w photos of aircraft in Chinese museums (of special interest is the Tu-4 converted to the airborne early warning role - a lot more that a B-29 with a "roof" and a challenging modeling topic. "The Potez 633 in the RHAF" 4 pages including 2 photos and a 2-page 3-view drawing. "The Battle of Cape Spathas" 4 pages with 4 photos and drawings of the Italian light cruiser Bartolomeo Colleoni.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

2/94 (98 pages) Color photos: Lithuanian Airlines Yak-42 'LY-AAU'; Brazilian AF HS-125 'VU-93' '2126'; and Uruguayan S-2T Tracker. "20 Gruppo Scuola per Starfighter" 8 pages including 8 color photos. "In Russia si Vola" 4 pages on sport flying in Russia including 5 color photos of Yak-18T. "Gli 'Alferes' di San Javier" 6 pages including 9 color photos of Spanish T-35 Pillan, Blanik glider, Aviojet, & Aviocar. "Croati sul G.50" 7 pages including 12 photos of Croatian Fiat G-50, Hurricane, Breguet 19, Rogozarski PVT, and Bf-109. [Editor's notes: the PVT looks like an Avia BH-33E to me. The 109 is the one that escaped to Italy; one photo shows in with the "cross" insignia and two others show it with RAF roundels and a Polish "chessboard" on the nose while serving with 318 Squadron.]

3/94 (98 pages) Color photos: Belarus Tu-134A; Cubana Yak-42; Greenpeace MD-500D; Hungarian LET-410 'HA-LAD'; Belgian Puma 'G03', and Chinese AF J-8 '81892'. "Un MiG per Tutti!" 7 pages including 11 color photos of Slovak L-39, MiG-21, and MiG-29 you can fly if you have the money - US $16,000.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, Fonteinkruid 5, 3137 WL Vlaardingen.)

1/93 (32 pages) "De Republic F-84F Thunderstreak" 12 pages including 18 photos and 5 side-view drawings. "Frogfoot Update" 10 pages including 9 photos, 4 pages of 3-view drawings (Russian, Czech & Iraq) and 5 side-view drawings (Russian)."B-29 Superfortress: deel 1" 5 pages including 6 side-view drawings (one RAF one Soviet).

PARAGUAY

MODELO TERAPIA (Antonio Luis Sapienza, PO Box 2721, Asuncion, Paraguay. US $2.00 per issue).

1/5 Dec '93 (5 pages) "Maquetas Paraguayas: Potez 25A.2/TOE"2 pages including 2 drawings of a/c that participated in the 'Guerra del Chaco'. "Maqueta del Mes: El Douglas A-4C/P/Q en la Argentina" 2 pages including 5 side-view drawings.

1/6 April '94 (4 pages) "Maquetas Paraguayas: el Fokker T-21" 2 pages including 3-view drawing. "Homenaje: la Hermandad Paraguay-Uruguay Nacida de la Aviacion" one page including side-view drawings of Potez 25 in Uruguayan markings.

FANATYK PLASTIKU (Marek Bronkowski, Slowackiego 4, Sandomierz.)

12/93 (32 pages) "FW-190A z Plastiku" 5 pages including 10 photos and 2 pages of sketches. "Nanuchka i Mors" 3 pages including scale drawing of ORP 'Mors' patrol boat. "Samolot Asa" one page with drawings of North Korean MiG-15 '925'. "Malowane i Oznakowanie Wellington" 2 pages including 3 photos and 3-view drawing of 305 (Polish) Squadron Wellington Mk. 1c 'Sonia'. "Polski Jastrzab" 2 pages including 1/72-scale drawings of PLS-50/I and /II showing an much more attractive a/c than indicated by previously available drawings. "FW-189 Detail" one page of sketches. "Uzbrojenie 302-go" 2 pages including 4 side-view drawings of Hurricane and Spitfires of 302 (Polish) Squadron.

SWITZERLAND

virus plasticus (IPMS-Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern)

1993 (32 pages) "The Blue Hunter J-4007" 12 pages including 6 pages of drawings and 8 excellent color photos.

USA

Chine Lines (IPMS Seaplane SIG, c/o Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981. $8.00 for 4 issues).

#7 Spring '94 (18 pages) "Handsome Hamburger - the Blohn und Voss Ha 139" 8 pages including 3 photos, 1/144-scale drawings, 5 side-view drawings of variants, and kit review. "Eduard 1/72 Sopwith Schneider" 2-page review of kit including to 2 photos. "The Supermarine S.5 and the 1927 Schneider" 5 pages including kit review and 3 side-view drawings.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues $25.00 USA or $30.00 overseas.).

#30 (84 pages) "The Flying Dutchmen, the Pilots of KLM" 12 pages including 15 photos. "Sikorsky Airplanes 1924-1927" 10 pages including 21 photos. "Udet Flamingo" one-page scale drawing. "Dewoitine D.27 in Swiss Service" 3 pages including 4 photos and a scale drawing. "Messerschmitt Bf 109B-1 Conclusion" 15 pages including 28 photos of details and 3 pages of sketches. "Gambets in Japan" 3 pages including 4 photos. "Focke-Wulf W.4" 4 pages including 4 photos and a 3-view scale drawing.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues $8.00 for US, $9.00 all others).

#86 (16 pages) "Focke Wulf Ta 154 Moskito" 2 pages on improving on the PM kit. "Modeling the Vickers Viscount" 2 pages including 2 side-view drawings. "MiG-15bis in 1/72 Scale by DML" 2 pages. "The Story behind the Decals: Spitfires with the USAAF 31st Fighter Group" one page with 3 side-view drawings.

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"Good news for fans of Paraguayan aviation! Daniel Ferro and I have decided to keep on publishing the **MODELOTERAPIA** magazine, although we will now be independent of IPMS-Paraguay. The full name is MODELOTERAPIA, Revista Paraguaya de Historia Aeronautica y Maquetismo (Paraguayan Magazine of Aeronautics History and Modeling). We received many letters from people interested in MODELOTERAPIA, especially from Europe and Australia, and this encouraged Daniel and I to continuing editing the magazine. [Editor's note: Many thanks to all SAFCH member who wrote to Antonio. See, we can make a difference.]
"We have had to increase the cost of our magazine to US$2 because the Paraguayan Post Office recently increased the postal rates."
Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo #2721, Asuncion, Paraguay.

BOLETIN TECHNCO de IPMS Argentina. Eduardo Marber sent a copy of this small, but interesting, IPMS publication. This issue, identified as "Ano 2 - No 12", consists of 16 side-stitched pages (22 cm by 28 cm): "Kamikazes en Europa" is a 5-page article describing allied glider operations in Europe including 5 photos of Waco and Horsa gliders. "Foil Metalico" is a 2-page 'how-to' article. "Airfix P-38 Lightning: Analisis del Kit: Version Alamans" is 2 pages a includes 2 side-view drawings of P-38s in Luftwaffe markings. 'Pride of place', however, belongs to "SE-5 en la Armada Argentina" a 3-age article that includes a cover drawing and a scale 3-view drawing of SE-5 'E-11' in 'Gris Naval muy oscuro y posteriormente en Dope Aluminio" with horizontal tail and rudder in Argentine blue/white/blue stripes and naval anchors painted on top and bottom surfaces of the top and bottom wing. A most attractive scheme for your next model of an SE-5.
If you're interested in this magazine, write to IPMS-Argentina, Casilla Correo 1370, 7600 Mar del Plata, Argentina.

ACO 2/93. This is the second issue I've seen of this small but very attractive magazine from Bulgaria. The title is translated on the cover to 'Aviation, Carriers, Operations', and, although the first issue I saw had a long article on aircraft carriers, the 'carriers' in the title is apparently a mistranslation of 'airplanes". Each issue consists of 20 saddle-stitched pages (20 cm by 28 cm) with outstandingly well-done color side-view drawing on all 4 sides of the glossy covers.
There are just two articles in 2/93: (1) "Typhoon" consists of 11 pages including 20 photos and a 3-view drawings plus 5 color side-view drawings. (2) "KB-11" consists of 6 pages including 10 photos and a 3-view drawing plus 5 color side-view drawings. The KB-11 was a high-wing, Bulgarian-designed reconnaissance aircraft along the lines of the Lysander, PSW Mewa, etc., but with its own unique attractiveness. The color drawings show this aircraft in 4 different Bulgarian insignia (pre-war ornate red Maltese cross, war-time black 'X', and post-war roundels with horizontal green bar) and post-war Yugoslav red star insignia. This a/c would be 'a bear' to scratch build, so let hope that someone will have the guts to do a vacuform model. It probably would not sell as well as those obscure, unbuilt, WWII German projects, but it sure would made up into an attractive model.
The cyrillic text will be indecipherable to most Westerners, but the photos are good and the color side-view drawings are outstanding. I have no idea where to obtain this magazine, but, if you're interested, let me know and I'll send you the names of our Bulgarian members; one of them may be able to help.

MUSEUM ORDNANCE, The Magazine for the US Army Ordnance Museum. What does this has to do with small air forces? Well, their publisher writes, "I have recently picked up several copies of SAFO and found them very enjoyable and informative. Knowing what it takes to put together and produce magazines, I congratulate you on a nicely done quarterly. Although 'air' and 'ground' rarely mix, I would find your publication useful for research and general knowledge. I would like to propose a complimentary exchange of SAFO and MUSEUM ORDNANCE."
Of course, I took him up on his offer. However, since MO does not fit into the SAFCH files, is there anyone out there who would like to receive my copies of MUSEUM ORDNANCE? The cost from the SAFCH would be $16 ($10 to pay for their SAFO and $1 for my cost of mailing 6 issues of MO within the USA). However, if you can arrange with the publisher to send MO directly to you, you can send $10 to me to sponsor their SAFO subscription. The subscription rate directly from MO is $13.50 per year.
Here's what's in the May 1994 issue: "Self-Propelled Artillery Soviet Style" 4 pages including 12 photos of Su-76. "Nahverteidigungswaffe" one page including 3 photos. "FMBT: Future Main Battle Tank" 5 pages with lots of drawings. "The Sherman that Never Was" 2 pages with one photo. "Grab on to that M10" one page with official drawings of M10 grab handles. "Building the Zvezda T-60 in 1/35" 2 pages including 2 photos.
Anyone interested in getting Museum Ordnance directly from the publisher should write to, Jeffery McKaughan, Darlington Productions, PO Box 5884, Darlington, MD 21034.

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White-Metal Accessories, 1/72 scale. A & V Models, Jaromir Anis, A. Dvoraka 803, 272 00 Kladno, Czech Republic.
SAFCH member Vladimir Stepanek, of the Czech Republic, has sent these white-metal accessories to share with SAFCH members. Accessories at hand include: simple seats (Me109B/C/E, Me109F/G/K, Avia S199, & Avia CS199); ejection seats (Aces II for A-10, F-15, F-16; Martin Baker Mk.9 for Jaguar, Harrier, AV-8A; KM-1 for MiG-21MF, MiG-23, MiG-25, MiG-27; KM-36 for MiG-29, MiG-31, Su-24, Su-25, Su-27); and USN wheel chocks and tow bar.
The quality of the molding is generally good, although most parts will benefit from a little careful cleaning up with a file. The instruction sheets consist of a drawings with the painting instructions in both Czech and English. The instruction sheets for the two USN sets also include several photos showing the accessory in action. However, you'll probably need more information to construct the tow bar; the instructions don't seem to match the parts. All the sets are single piece moldings (of course, 2 seats are included for 2-seat a/c and 2 chocks are included in the wheel-chock set) except for the tow bar which consists of 3 parts and a short length of chain.
[Editor's note: One of each of these sets is available through the SAFCH Sales Service.]

Navigation Light. Hobby + Plus, Vitebsk, USSR (sic).
This product has been around for a few years, but this is the first time I've had the opportunity to review it. This a clever idea; 3 sprues of plastic (red, green, & clear) with identical moldings consisting of tiny pins with 3 different shaped navigation lights on their ends; a total of 12 light on each sprue. This set should work for both 1/72- and 1/48-scale models.
The instructions are simple: remove the molded-on navigation light from the model, paint the underside of the new light silver (a ticklish job considering the small size of the light), drill a hole at the position of the light, and insert the stem of the new light. This product doesn't solve the problem of modeling lights that are flush with the wings, but it should work great for all other lights. [Editor's note: These lights are available from the SAFCH Sales Service.]

Photo-Etched Parts. EEE (no address given).
A new company has entered the already crowded field of photo-etched parts. Four sets are available for review (and for sale through the SAFCH Sales Service): **I-153**, **Jak-6**, **P-38 Lightning**, and **Avenger**. These sheets vary slightly in size (from 2.8 cm by 3.1 cm for the Jak-6 to 4.9 cm by 5.1 cm for the Avenger) and complexity (from relatively simple for the Lightning to mind-boggling complex for the I-153). They are all very exquisitely etched; the I-153 sheet, for example, contains some of the most gossamer-like parts I've ever seen. Although all sheets contains instrument panels and all the cockpit detail anyone could possibly dream of (or have nightmares about), each sheet provides items unique to the a/c represented. For example, the Avenger sheet has interior detail for the wheel wells and engine details (but surprisingly nothing for the ball turret), the Lightning sheet has mesh for the intercoolers, and the Jak-6 sheet has external bomb racks. The instruction sheets are mostly diagrams with a little Russian and less English thrown in, but the parts are difficult to identify.
These parts will do much to enhance their respective models (the I-153 interior is a model onto itself), but, because of the multitude of small, fragile parts, these sheets are recommended only for the modeler experienced in working with brass-etching.

ROYAL HUNGARIAN AIR FORCE 1938-39

(Part 1)

Peter Mujzer

At the end of World War One, with the signing of the Treaty of Trianon in 1920, Hungary lost nearly 60% of its territory. In addition, the 5th Paragraph of this Treaty limited the Hungarian army to no more than 35,000 professional soldier and prohibited the acquisition of any military aircraft, armor, or heavy artillery. Also, all facilities for the production of such devises were prohibited. The Treaty further set strict limits on the engine power, speed, and all-up weight of civilian aircraft constructed and used in Hungary, and setup an Inter-Allied Aviation Control Committee to supervise the strict observance and implementation of the articles relating to aviation.

After the collapse of the Hungarian communist revolution in 1919, on the orders of the Little Entant, the Romanian occupation army dismantled all Hungarian aircraft factories and removed all tools, spare parts, and other supplies they could carry. Hungarian military aircraft were destroyed by the Inter-Allied Aviation Control Commission.

Nevertheless, Hungarian politicians and the Chief of Staff, knowing full well the importance of the KuK Flieger Truppen during WWI, were determined to build a secret air force. This process began with the hiding of obsolete planes and supplies from the Control Commission. In 1924, when the Control Commission discontinued its work in Hungary, the Aerial Office (LUH) of the Ministry of Commerce was assigned to head the clandestine air force, and the developments proceeded more intensively.

The air force was built up in a manner similar to that used in Germany; by training military pilots in civilian flying schools and clubs, and organizing support services within the civilian Flying Medical Institute, the Mechanics School, and the Weather Forecasting Service. By 1 July 1929, the clandestine Hungarian Air Force consisted of 1174 officers, NCOs, and soldiers, and seven aviation squadrons.

The leaders of the air force knew quite well that, if they were to create a modern air force, they must also rebuild an indigenous aircraft industry. The Locarno Treaty of 1925 and the Paris Treaty of 1927, which allowed the manufacture and use of non-military aircraft in Hungary, gave them their opportunity. Already, at the beginning of the 1920s, some home-built training planes were being built in Hungary; for example, the Oravecz I.II primary trainer. However, the Hungarian Air Force wisely concentrated on buying planes from abroad and obtaining licences to build established designs. Some of the first aircraft acquired were Bristol school aircraft and Udet 12A training planes which were received in the mid 1920s.

Hungary obtained a license to build Heinkel HD-22 training planes and about 48 were produced beginning in 1928. Beginning in 1929, the Weis Manfred (WM) factories also produced 50 Fokker CV multipurpose planes under licence. Hungary also obtained a license from France to build the Gnome-Rhone 9-cylinder radial engine.

Around the end of the 1920s, relations between Hungary and Italy became very friendly. High-ranking air force officers traveled to Italy to purchase fighters and bombers, and in 1932, the High Altitude Flying School was formed at Szombathely with 12 Fiat CR-20bis. Later this unit became the 1/1 Hungarian Fighter Squadron.

In 1935, the Italian government extended credit to Hungary to rearm the Hungarian army. This was one of the most important developments in the re-establishing the Hungarian Air Force. Italy delivered some Fiat CR-30 trainers, 76 CR.32 fighters, and 17 Caproni Ca 101/3m bombers in 1936. After Germany occupied Austria in 1938, 38 ex-Austrian CR.32quater were delivered to Hungary by the Germans.

In the mid 1930s, the international political situation began to change radically. Germany invalidated the Treaty of Versailles in 1935 and started to build a modern, regular army. Hungary assumed that a strong Germany would be a good ally to have against the Trianon Treaty and the Little Entant. Hungary bought 18 Heinkel He 70K long-range reconnaissance planes, some Heinkel He 45 reconnaissance-trainers, and 36 Heinkel He 46 short-range reconnaissance planes. The biggest order was given to the Junkers for 66 Ju 86K-2 bombers. The He 70K, He 46 and Ju 86K-2 were built with Hungarian-made K-14 engines (a license-built Gnome-Rhone 14-cylinder radial engine). These planes were delivered in 1937-38. The air force also bought 37 Bucker Bu 131A training, 18 Focke Wulf FW 56 fighters trainers, and 7 Me 108 Taifun liaison planes.

The Hungarian aircraft aircraft industry was also encourage. Besides the WM factory, MAVAG and Gyori Vagongyar started to produce home-designed planes. In 1937, the WM factory had developed from the Fokker CV and the derivative WM 16 a new, short-range reconnaissance aircraft, the WM 21 Solyom (Hawk). The air force ordered 36 WM 21 in 1938.

A major event occurred on 5 March 1938 when the Hungarian Prime Minister, Kalman Daranyi, promulgated a rearmament program for the Hungarian armed forces that would allow the Hungary armed forces to attain the same level as its neighbors. This five-year program allotted one billion pengo, of which, 600 million was for the armed forces and 400 million for infrastructure development. The air force received 55 million for aircraft.

Another important date was 22 August 1938 when, at Bled (a small town in Czechoslovakia), the Little Entant countries and Hungary signed an agreement allowing all signing countries equal rights in rearming. After than agreement was signed, the clandestine Hungarian Air Force officially became the Royal Hungarian "Honved" Air Force. The military planes, which had previously carried civilian registration (HA- or H-), now appeared with military markings consisting of the new national insignia, a red-white-green chevron, and military code letters (V = Vadasz (fighter), B = Bombazo (bomber), F = Felderito (reconnaissance), G = Gyakorlo (trainer), and I = Iskola (school plane).

The Hungarian Air Force Order of Battle in 1938/39 was:

A. Under Air Force Command
 1. Fighter Regiment: all CR.32s
 1/I Fighter Group
 1/1 "Archer" based at Borgond
 1/2 "Ludas Matyi" based at Borgond
 1/3 "Puma" based at Veszprem

1/II Fighter Group: based at Kecskemet
1/4 "Bumble Bee"
1/5 "Camel"
1/6 "Ace of Hearts"

(A fighter squadron consisted of 8 officers, 65 NCOs and soldiers, and 9 aircraft.)

2. Bomber Regiment
2/I Night Bomber Group based at Szombathely A airfield operating Caproni Ca 101/3m
2/1 "Witch"
2/2 "Black Cat"
2/II Bomber Group based at Szombathely B airfield operating Ju 86K-2
2/3 "Mace"
2/4 "Red Devils"
2/5 "Death"

3. Bomber Regiment equipped with Ju 86K-2
3/I Bomber Group
3/1 "Arrow of the Gods" based at Tapolca
3/2 "Sword of the Gods" based at Tapolca
3/3 "Yellow Tempest" based at Veszprem
3/II Bomber Group based at Papa
3/4 "Dragon"
3/5 "Tomb"

(A bomber Squadron strength was 15 officers, 110 NCOs and soldiers, and nine aircraft.)

1. Independent Long-Range Reconnaissance. Group based first at Matyasfold and later at Kecskemet; each squadron with 9 He 70K
1/1 "Crane"
1/2 "Stork"

B. The Short-Range Reconnaissance squadrons were under the Army Corps
I "Storch" with He 46 planes based at Matyasfold
II "Lucifer" with He 46 at Szekesfehervar
III "Somogyi Knife" with He 46 at Kaposvar
IV "Red Coke" with Fokker CV at Pecs
V "Paprikan Witch" with Fokker CV at Szeged
VI "Horserd" with WM 16A Budapest at Debrecen
VII "Frog" with Fokker CV at Miskoloc

(A short-range squadrons had 18 officers, 65 NCos and soldiers, and 9-12 aircraft.)

Training was conducted at the Pilot Training School (REGVI) on "Hungaria", Heinkel HD 22, and Fokker CV aircraft.

Beginning in the autumn of 1938, 200 pilots were trained in Italy at the Short Italian Pilot Training Course (DRT) near Taranto. The newly-trained and well-dressed crews returned to Hungary in the spring of 1940.

On 21 September 1938, under the command of Colonel Laszlo Hary (famous WWI fighter squadron commander), the HAF had 533 officers and 3183 men. There were seven short-range reconnaissance squadrons, two long-range reconnaissance squadrons, ten bomber squadrons, and six fighter squadrons. Altogether, 25 squadrons with 206 aircraft.

It is interesting to compare the strength in 1937 of the Hungarian Air Force with that of the countries of the Little Entant: The Czechoslovak Air Force had 24 squadrons (21 fighter, 15 bomber) with 1300 aircraft. The Yugoslav Air Force had 21 reconnaissance, 10 fighter, and 18 bomber squadrons with 900 aircraft. The Romanian Air Force had 10 reconnaissance, 12 fighter, and 6 bomber squadrons with 800 planes.

The Hungarian Air Force was to be first bloodied in combat during the Munich Crisis of 1938. (To be Continued.)

Peter Mujzer (SAFCH #1272), Neptun V.108.VI.24, H-1158 Budapest, Hungary.

PHOTOS: Pages 67 & 68. (All photos via author)

a. Hungarian-designed WM 21 Solyon (Hawk) with camouflaged propeller blades. 1939.

b. Heinkel He 46 of I Reconnaissance Squadron. Red-white-green tail stripes, squadron insignia, and RLM grey color scheme. Early 1938.

c. Heinkel He 46 with chevron insignia and 3-tone camouflage scheme. 1938-39.

d. Fiat CR.32 of 1/5 Squadron with red-white-green tail stripes, squadron number and insignia, and serial number. Not a typical scheme.

e. Fiat CR.32 of 1/6 Squadron with chevron insignia and silver finish. Early 1938.

f. Fiat CR.32 in three-tone, Italian-style camouflage and chevron insignia.

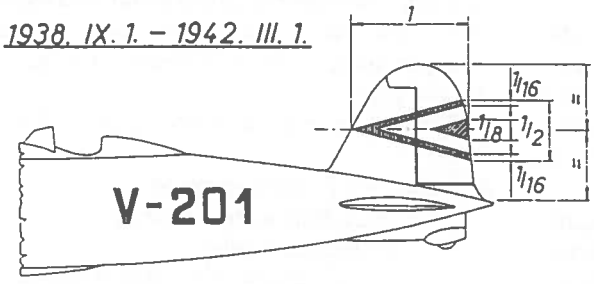
g. Caproni Ca 101/3m with 3-color upper camouflage and chevron insignia. After 1938.

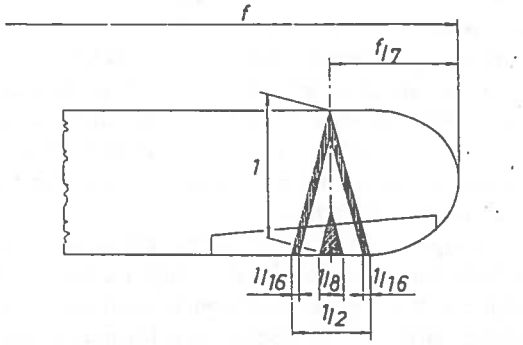
h. WM-built Fokker CV with civilian registration. Caproni Ca 101/3m engine check.

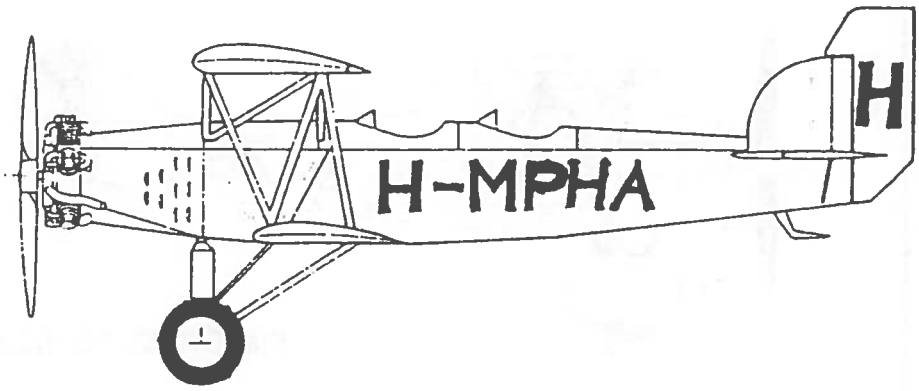
i. Junkers Ju 86K-2 of "Arrow of God" Squadron with He 70Ks in 1938.

j. Junkers Ju 86K-2 and a CR.32 of "Puma" Squadron in 1938.

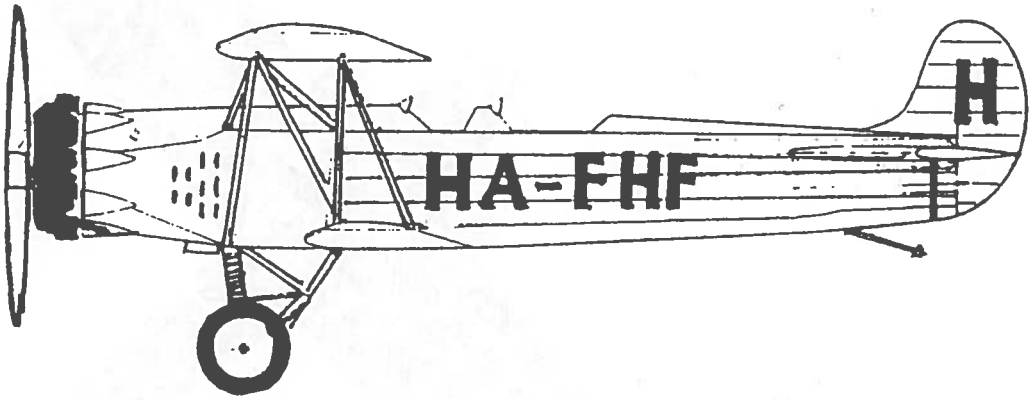
Hungarian Air Force insignia



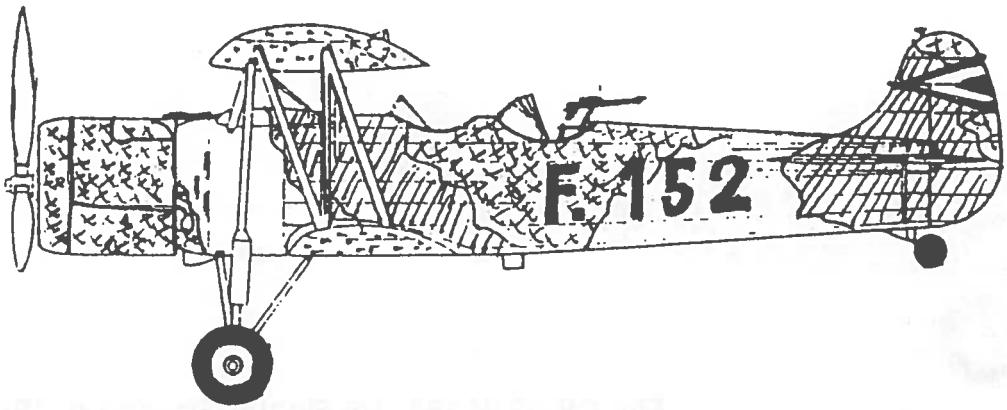




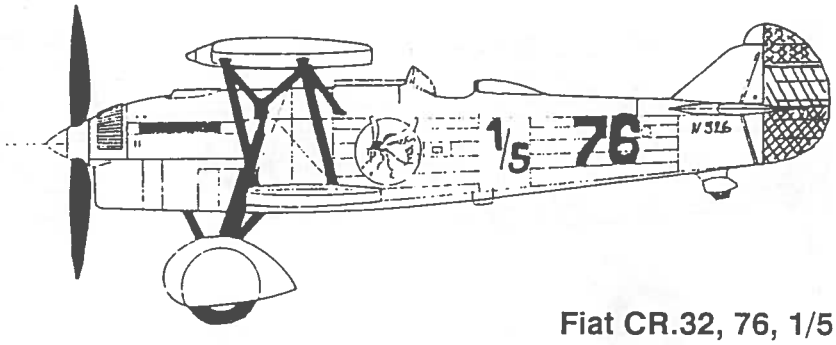
WM-built Heinkel HD-22, H-MPHA, from 1930s.



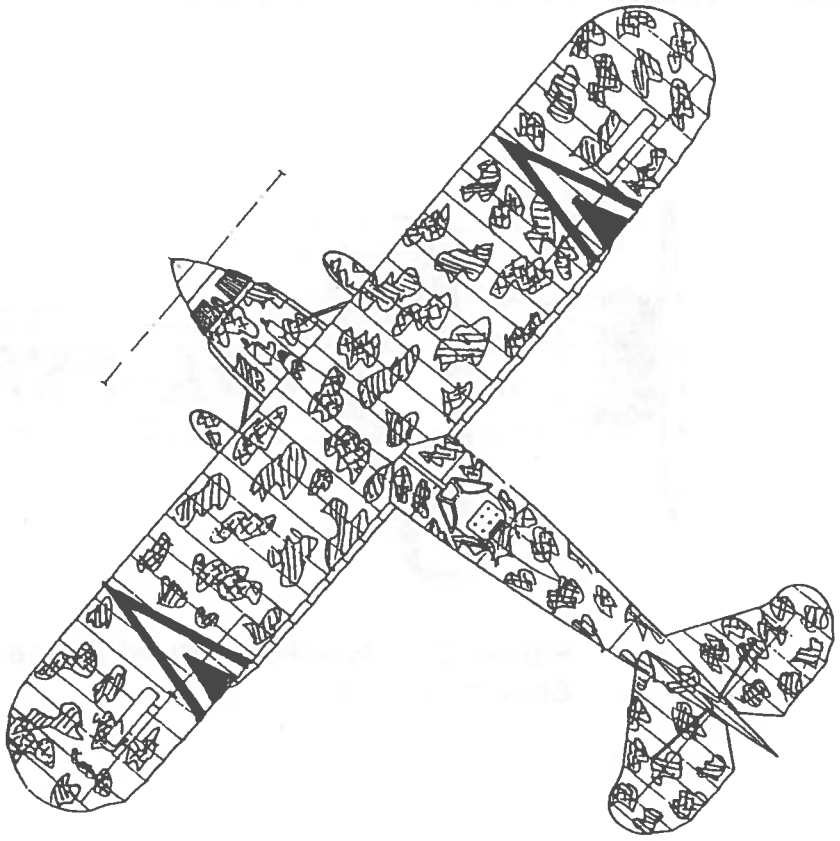
Fokker CVD, HA-FHF, 1. Short-Range Reconnaissance Squadron, 1932.

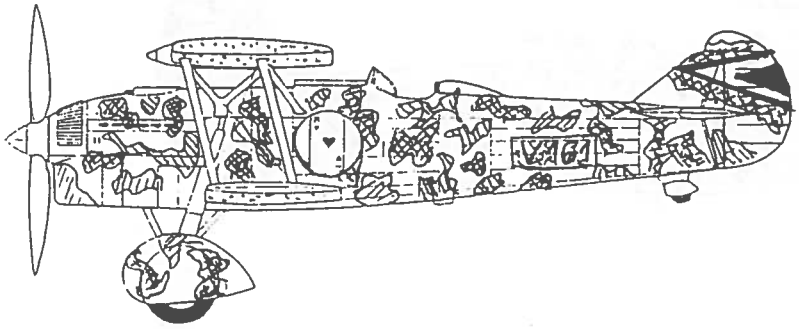


WM 16A, F.152, VI Reconnaissance Squadron, 1938.



Fiat CR.32, 76, 1/5 Fighter Squadron.





Fiat CR.32, V.161, 1/6 Fighter Squadron, 1938.

BRIEF HISTORY OF SOVIET AVIATION IN THE FAR EAST 1925-1945

Gary Hammil

The period from 1925 to 1945 saw aviation in the Soviet Far East evolve from an incidental part of the Chinese Revolutionary War, to a dominate role in a little-known military conflict in 1939 on an irrelevant piece of real estate which drastically altered the course of modern history, and finally, in 1945, to a display of the finest tactical air force the world had ever seen to that time.

Little is known of these events in the West, since no American or British troops were involved and Stalin's psychotic paranoia prevented any publicity. Research into these events is difficult both because of the various different language groups of the involved participants and because such investigation seems to offer little chance of commercial profit for the historian. Yet, not surprisingly, there are those of us who have an irrational passion to research little known. (The longevity of SAFO bears witness that, sometimes, the gods do smile upon the irrational.)

The Origins

Aviation was first seen in the Far East on an organized scale with the wars of the Revolution and the Allied Intervention 1917-1921 which saw the Red and White armies bitterly slugging it out on the barren steppes and rugged mountainous of the Far East while the Interventionist armies ineffectively tried to influence the outcome. Red Army squadrons of foreign-made aircraft advanced with their troops against the ill-led and ill-equipped White Army troops and aircraft.

With the coming of peace, the focus of aviation turned to establishing the first postal-communication air routes between the existing systems of railroad lines. Among the first of such routes was a Red Army air route from Tashkent to Alma-Ata with intermediate refueling and emergency bases at Ailie-Ata and Pishpek (later Frunze). The first scheduled flight, which occurred on 20 August 1922, lasted 10 hours and 25 minutes. One leg of this trip was completed in 6-1/2 hours and covered 780 kilometers. The first Soviet airline, Dobrolet, incorporated this route into its service and the first commercial flight took place on 27 April 1924. During the remainder of the year, the Dobrolet South Asian routes carried 480 passengers and 500 kilograms of freight during 210 flights. During the next decade, this air service was expanded to reach all of the major areas.

A correspondent in Alma-Ata, Dr. Timur Beisembiev, sent a newspaper story which revealed that the first aerial activity in Alma-Ata was not the just described army route but occurred 1 April 1919 when a Red Army pilot, A.A. Shavrov, landed his Sopwith biplane near a Kossack encampment which had been set up near the frontier outpost of Vernii. As this outpost grew, the site of the landing became the center of a town later named Alma-Ata.

SInce it was safer to fly long distances over the steppes and deserts of Central Asia rather than over open water, many Soviet long-distance flights took place in the Far East. IN 1924, Soviet pilots flew from Baku to Teheran and then on to Kabul. In 1925, a even longer flight was made by a group of Soviet pilots led by Gromov. Six aircraft (2 Junkers 14, 2 R-1, one R-1, and an Ak-1) took off from the Central Aerodrome outside Moscow, flew to Ulan Bator, Mongolia, and landed at Beijing on 13 July 1925. The crews were welcomed by cheering crowds and the commander of the Soviet advisors and troops who were aiding the Koumintang in its efforts to consolidate the northern warlord provinces into a central government.

Pacification Campaigns

Soviet military aviation in the 1920s was involved mainly with the assisting the red Army in the pacification of the Muslim Khanates of Central Asia. Resistance to the Soviets came from rebel groups, known as Bazmachi, who were gradually forced south and east into the mountain strongholds in the areas of present-day Tadjikistan and Uzbekistan. Since the Red Army cavalry was ineffective this type of terrain, units of the Red Army Air Corp spearheaded the offensive until the end of the campaign in 1933. Aircraft in use at the beginning of those campaign were: 30 R-1, 14 Junkers bombers, and 10 Dobrolet aircraft used for troop transport. (R-3 aircraft were used in the later stages of the campaign.) These aircraft were used to bomb and strafe the rebels and several times aircraft were forced down by ground fire. The rebels then returned the pilots to their comrades minus various body parts. Noteworthy in these campaigns was the first use of airborne troops in combat. These airborne troops were formed by the Red Army almost as an afterthought when it was learned that many recruits had a background in sport parachuting. These men were set up as a unit; they evolved tactics and even made their own parachutes. There exists a famous photograph of these men jumping off a TB-3 aircraft in flight.

The Soviets in China

The first opportunity the Soviet government had to influence the course of events in another country occurred when Sun Yet-sen asked the Soviets to provide his Koumintang party with supplies, troops, advisors, and equipment to aid in his quest to unify China. Western nations had refused a similar request because they wanted to keep China prostrate and compliant. Among the equipment sent by the Soviets was up to 40 aircraft (R-1 and Fokker scouts) and pilots. The pilots faced primitive or non-existent airfields and a lack of the required support facilities. Yet these pilots managed to participate in various tactical engagements. No material has surfaced yet on any meetings with warlord aircraft. However, memoirs do mention the pilots: They were commanded by V.E. Sergeev who had participated in the fledgling Bolshevik Air Corp as a mechanic. After finishing the Moscow Flying School, in 1924, he became an instructor. One of his students, Valery Chkalov, later became one of the foremost Soviet military and test pilots and a famous long distance flyer. Among the pilots Sergeev commanded in China were A.M. Kravtsov, Remizuka, Tal'berga, D. Ygera, Stepanov, Pyatnitskii, and Shestakov. Aviation mechanics included S. Basenov and Kobyakov.

In 1927, Chiang Kai-shek, who became the leader of the Koumintang after the death of Sun Tat-sen, purged the party of all communists and expelled the Russian troops from China.

As part of the increasing Soviet influence to pry Mongolia away from China, the Soviets trained and led a Mongolian army and supplied it with a squadron of aircraft and advisors. Also an aviation school was set up at Urga with 30 aircraft and instructors.

The Soviets clashed with their former allies, when Chinese troops seized Soviet railroad equipment in Manchuria. In charge of the Chinese troops was a Manchurian warlord who, 4 years earlier, had welcomed 30 Soviet aircraft with advisors. Apparently the Russian had remained in Mongolia until 1929.

Aircraft were flown to the hot spot from west of the Urals where the Soviets had gathered a sizeable force of army and naval aircraft. These included R-1, Farman bombers, Fokker scouts, and naval aircraft of unknown type. Air units participating included, the 26th Aviation Squadron and the 6th and 25th Aviation Groups under the command of I.Ya. Leitsinger, the 40th Bombing Squadron under the command of I.I. Karklina, the 68th Naval Air Group under the command of Ye.M. Luxto. Also involved were the 5th Aviation Squadron and the 19th Aviation Group. The number of aircraft involved varies between 32 to 65 depending on whose account you read.. Soviet troops prevailed and established dominance in the area.

Japan looks West

Japan, who had defeated Tsarist armies in the Russo-Japanese War of 1904-05 and then had helped finance the Bolsheviks to further destabilize the Tsarist government, now saw the Soviet regime as the main obstacle to its expansion in Asia. Alarmed at the success of its clash with the Chinese, the Japanese invaded Manchuria in 1932 and set up a puppet government under the deposed Chinese monarch Pu-yi. With Japanese and Russian troops in close proximity along a long and ill-defined border, clashes were numerous, numbering over 100 by 1939. Some air units were involved in these actions, but details have not yet surfaced.

As part of the arms race between the Soviets and Japan, the Soviets sent several squadrons of long-range, heavy bombers (TB-3) into the area. These units were conceived by the Japanese as a threat to the Japanese home islands, and the major Japanese cities practiced bomb alerts as the citizenry became caught up in the attitudes of their militaristic government.

In the 1920's, Soviet influence had aggressively reached into China itself with the Soviets gaining footholds in Sianking province. Known as the "Gateway to Asia", this province is the ancestral home of 14 different racial and ethnic groups and antagonistic religions. The volatile blend led to an ancient pattern of revolts and massacres among its population. The Soviets gained an ally in a Manchurian warlord as his army was driven out by the Japanese. Sent to Sianking, he became engaged in the rivalries and emerged in control of the province with Soviet and White Russian backing. During one of the periodic revolts, the warlord requested Soviet help to break the siege by Muslim rebels of the ancient fortress of Urumchi. In 1934, two brigades of Soviet troops wearing uniforms without identifying insignia joined, ironically, White Russian troops and marched on Urumchi. Among the aircraft participating in this campaign were 3 R-5 under the command of F.P. Polinin. Included in this group were pilots Sergei Antonenok and Trofim Tyurin. The navigator was Alexander Xvatov and the mechanics were Sergei Taraxtuhov and Paval Kuzman. A K-5 aircraft, piloted by Koshkip with master mechanic Alexseya Anisimovich, flew with the R-5s, bombing the rebels around Urumchi, attacking rebel villages and columns until the rebellion was suppressed. After 45 days, the Soviets withdrew. In 1937, the Soviets again sent aircraft into the province this time putting down a Turkic upraising time before it developed into a major revolt. The Soviets remained in the province until 1943 when politics forces them to evacuate.

Soviets and the Sino-Japanese War

In 1933, in response to the build up of Japanese forces on his border with Manchuria, Chiang Kai-shek asked Stalin to sell him aircraft to bolster his armed forces. Stalin refused.

Western nations has been supplying China with aircraft and instructor of varying quality and quantity. In 1937, a group of Chinese-American aviators arrived from Portland, Oregon, to join the Chinese Air Force in its battle with the Japanese invaders. This was similar to a later group of Americans who traveled to England to join the Royal AIr Force against the Germans. While the Americans in the RAF gained fame, the American pilots in the Chinese Air Force have remained in obscurity even though they fought bravely and well. One pilot was even sent to Moscow to train on Soviet aircraft. Another pilot, Art Chin, was the first AMerican ace of the Pacific War as he downed a confirmed 6 Japanese aircraft, his last by ramming an enemy aircraft. Claire Chennault asked him to help train newly arriving green American pilots, seconded to the Chinese Air Force from various American military air units. However, injuries sustained during his last engagement presented Art from participating in this training which led to the creation of the "Flying Tigers".

With the 1937 invasion of China by Japanese troops, Chaing again requested air aid from the Soviets. Stalin wishing to see Japan engaged in a ground war in China, provided supplies, advisors, equipment, and arms, but never enough material allow the Chinese to repel the Japanese invaders. Among the equipment was a total of 1250 aircraft. Over 2000 pilots were assigned on a rotational basis, and 200 pilots remain buried in Chinese soil. One pilot, Grigori Kulishenko, successfully landed his battle-damaged DB-3A long-range bomber in a river near a Chinese village, but was drowned trying to escape his sinking aircraft. The local village built a memorial to the Soviet pilot, who became a folk hero; song were sung about him and his name became a part of the local history. Later, in the 1950's, Chinese pilots would come to his memorial to pray for success in battle against American pilots in the skies over Korea.

The Soviet pilots, dressed in civilian clothing, and using assumed names, flew as "volunteers". Some did volunteer, but most were rotated into China to produce an experienced pool of Soviet pilots in anticipation of a war in Europe. The first pilots were green, but they were led by veterans of the air war in Spain. Later, the veterans of the air war in China formed the experienced cadre who battled the Luftwaffe.

The Soviet military included group of "China hands", who kept reappearing in the combat theater during their whole career. One pilot, still living in Moscow, A.S. Blagoveshchenskii, was one of the first fighter plane commanders in China. He fought against the Luftwaffe and then, later, showed up in command of an air unit battling American air forces in Korea.

Historical Turning Point

Several major border clashes occurred between Soviet and Japanese troops, and in both of the clashes, air power played a decisive role. During the second, and most important, at Khalkin-gol in western Manchuria, Gerogi Zhukov in his first combat command, used his air force to sweep the sky clear of Japanese aircraft and them to pound the Japanese troops ahead of a rapid pincer movement which trapped the Japanese army and led to a cease-fire.

The Khalkin-Gol campaign saw the first use of the RS-82 air-to-air rocket-equipped I-16 aircraft. Developed at the request of the veterans pf the Spanish Civil War, the RS-82 rocket saw moderate success on aircraft, but, later, gained fame as the "Katyusha" rocket which pounded German positions on the Eastern Front.

With both clashes resolved in the Soviet favor, the Japanese

Kwantung army lost favor in Tokyo with its plan of expansion through Soviet territory into Turkey, and the Imperial Japanese Navy's plan of expansion through Indonesia gained favor and led directly to the attack on Pearl Harbor. Has this little-known battle resulted in a Japanese victory, the Japanese would probably have gone on to invade Siberia and the Central Asian Soviet Republics. If this had happened, we would be living in a far different world today. Historians will someday recognize the battle at Khalkin-go as one of the pivotal points of history turns.

With commencement of Operation Barbarosa, the invasion of Russian by German troops, most of the Soviet personnel in the Far East were quickly withdrawn and Chinese military aid dried up, except for what was already in the pipeline. Much of this traveled on the supply route which had been built along the ancient Silk Road. Ford-designed Russian heavy trucks carried the bulk of the Soviet aid to China. Often driven by Soviet women, this effort has gone unnoticed although this road took 100,000 people to create and it stretched for over 1750 miles across the most difficult terrain in the world. An aerial route paralleled the ground route; beginning at Alma-Ala and ending in Lanchow, it had emergency landing and refueling stops between the major stops at Hami and Urumchi. The aircraft supplied to China had from the Soviet base at Ulan Bator south to Lanchow.

Soviet advisors remained in China until 1943 when political pressure forced their evacuation from China and Sianking province.

Finale

As World War II ground to an exhausted and bloodied end in Europe, a massive Soviet army and air armada was transferred to the Far East. The Soviet attack across the border of Manchuria, came, incredibly, as complete tactical surprise to the depleted and ill-equipped Kwantung army which was totally destroyed. Committed to this action was over 3800 Red Army aircraft: Yak-3, Yak-9, Yak-7, La-7, TU-2, Pe-2. Il-2, Il-10, Li-2, and C-47. The overwhelming success of the air and land campaign was the final display of the Russian tactical air force which had broken the back of the Luftwaffe and then gone on to roll up the remnants of the Imperial Japanese Army in Asia.

[Author's note: This is a brief survey of a larger project. I am eager to add more names to my list of correspondents and researchers. I am financing this research personally and by the sale of material my informants send to me. I pay them the Western value of their material and they, in turn, use this money to pay for research in the cities of the new Republics. I am open to offers of research help and material from new friends. A large part of the fun of this project is meeting of new aviation enthusiasts. Please write to me in Russian or English (or a combination) and I'll respond.]

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[Editor's note: Gary has sent along a few items for sale through the SAFCH Sales Service: (1) Translation into English of the Russian books "ANT-1 and ANT-2" (12 pages) and Polygon's "Su-27" (16 pages) and (2) photo pack of 40+ color photographs of a museum Yak-3. See Sales List for prices.]

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L'AERONAUTIQUE NAVALE FRANCAISE de Septembre 1939 a Juin 1940, Lucien Morareau. Hors Serie #1. 116 pages 21 cm by 29.5 cm. Softbound. Editions lela Presse, 39 rue Aristide Briand, 62200 Boulogne sur Mer, France. 125F + 20F de port.

Much has been written in the pages of the SAFO about the high quality and exotic subject matter of the articles in the French magazine AVIONS. This is, without question, the best commercial aviation magazine, in any language, for the small-air-force enthusiast. Now, the publisher (and SAFCH member), Michel Ledet, has begun a series of special publications that will, if the first volume is any indication, set new standards of uniqueness and quality.

"Hors Serie No. 1" takes on a subject that, at first glance, might appear to be of rather limited appeal, especially for the enthusiast unable to read the French language; French Naval aviation from the start of WWII in September 1939 to the fall of France in June 1940. This misconception is immediately dispelled as soon as the reader opens the book. Page after page reveals photos of little-known and frequently bizarre aircraft in all sorts of exciting poses; no dry "factory" shot here. Photo reproduction is generally outstanding and the few that fall below this level can be excused because of the uniqueness of the subjects.

The French text is not completely indecipherable, and even my two year of grammar-school French taken in the 1940's allowed me to identify chapters on the status of French Naval aviation at the beginning of the war, codes and markings, and individual chapters devoted to various "escadrilles" (short-range reconnaissance, attack, fighter, bombers, long-range reconnaissance, torpedo bombers, ship-borne aircraft, liaison, and training). A map locating the various naval bases is most welcome and the numerous tables are self explanatory: "Units and Equipment at the beginning of the War", "Units and Equipment at the Armistice", "Aerial Victories" (both victor and victim), and a list of the number of aircraft of each type at the beginning of the war, the number added during the war, number lost to various listed causes, and the number remaining at the time of the Armistice.

There are 39 color side view drawings of exceptionally high quality. The following list of aircraft included in this color portfolio will serve to indicate the feast of photos available in the main body of the book: CAMA 55, Potez 425, CAMS 37, Liore et Olivier 258, Latecoere 298, Latecoere 290, Liore et Olivier H43, Breguet Bizerte, Latecoere 301/2, Latecoere 521/3, Potez-Cams 141, SNCASE LeO H470, Farman F.222, Centre NC 233, Caudron 445, Levasseur PL 101, Dewoitine 510, Morane Saulnier 406, Dewoitine 376, Potez 631C3, Vought 156F, Loire-Nieuport 40/401/411, North American NAA 57, Morane Saulnier MS 230, Caudron 635, and Loire 130.

L'AERONAUTIQUE NAVALE FRANCAISE can be unreservedly recommended to all SAFO readers. Run, do not walk, to your nearest mail box and get a letter off the Michel Ledet.

F-86 SABRE; History of the Sabre and FJ Fury, Robert F. Dorr. 144 pages 9 in. by 10.5 in. Motorbooks International, PO Box 2, Prospect Ave., Osceloa, WI 54020 USA. Softbound. $24.95.

This "popular" aviation book has a lot more going for it than the usual product of this genre. First, the text is by Bob Dorr which assures it will be informative and fun to read. Second, is the subject, one of the most photogenic aircraft of all times. Chapter titles are: Design and Development of the F-86, F-86 Sabre at War (Part I), North American FJ Fury Fighter, Foreign Sabres, Pilot Talk, and F-86 Sabre at War (Part II). Appendices are: F-86 Serial Numbers, Korean War Aces, Sources, Bibliography, and Index. There are lots of photos, usual 2 or three per page and about half of these are in color. Photo reproduction is excellent and the color reproduction is outstanding.

The chapter on Foreign Sabres will be reviewed in detail not only to give a idea of the quality of the book, but because of its interest to SAFO readers. This chapter, containing 32 pages, cover the Sabre users alphabetically: Australia, Bangladesh, Belgium, Bolivia, Burma, Canada. Chile, China (PRC), China (Taiwan), Colombia, Denmark, France, Germany, Great Britain, Greece, Honduras, Indonesia, Italy, Japan, Malaysia, Netherlands, Norway, Pakistan, Peru, Philippines, Portugal, Saudi Arabia, South Africa, South Korea, Spain, Thailand, Tunisia, Turkey, Venezuela, and Yugoslavia. Obviously, with only 32 pages available, not too much space can be devoted to any one country, but the service histories and serial numbers are presented for each country. Twenty-four photos are included (11 in color), but, unfortunately, nothing more exotic than Venezuela is illustrated.

The major attraction of this book for all readers will be the chapters on the Korean War and the color photos of Sabres that participated in this conflict.

[Editor's note: Thanks to the generosity of the author, this book is available from the SAFCH Sales Service for only $16.00. It can be highly recommended at this price.]

MAKETTSTUDIO of Hungary have come out with four new volumes to follow their two very successful books on the Bf-109s. Unfortunately, the choice of subject matter and a strange inconsistency in style will make these volumes less attractive to SAFO readers.

The general format remains the same: a single a/c type is covered in 34 to 48 saddle-stitched pages (20.5 cm by 29 cm) between attractive, white covers with a color painting of the a/c on the front. The text is in the Hungarian language, but there are lots of excellent drawings (3-view, cutaway, variants, sketches of details, etc.).

#3 F-16 FIGHTING FALCON: (34 pages) 3-view drawings of A, B, and C versions; color schemes for USAF 'Aggressor' and an Israeli a/c; and lots of sketches of details.

#4 MITSUBISHI A6M ZERO: (38 pages) 3-view drawings of 11/21, 32/22, and 52; 7 side-view drawings, and lots of sketches of interior and exterior details.

#5 F-14 TOMCAT: (42 pages) center-fold 1/72-scale 6-view drawing of F-15A: 4 pages of drawings of helmets with squadron insignia; and lots of sketches.

#6 MiG-21: (48 pages) 1/72-scale 3-view drawings of -21F-13 and -21MF; 17 side-view drawings of variants; and lots of sketches. Unfortunately, the only color scheme included is the cover painting of Hungarian MiG-21 '1874' in chevron insignia.

SPITFIRES OVER ISRAEL, Brian Cull, Shlomo Aloni and David Nicolle, 360 pages hardbound, 16 cm x 24 cm, 200+ b/w photos, tables and index. Grub Street, The Basement, 10 Chivalry Road, London, England SW11 1HT. £25.00.

The subtitle is, "The First Authoritative Account of the Air Conflict During the Israeli War of Independence, 1948-1949," and this book is just that. There is little doubt that this will be seen as THE reference book on the subject: the authors have very obviously left no stone unturned during their research.

The first few chapters trace the background of the conflict, summarize the air war in the Middle East during WWII, and describe the creation and build-up of the Israeli and neighboring Arab air forces up to 1948. The post-WWII RAF activities in Palestine and Egypt are also covered. The rest of the book is a virtual blow-by-blow account of the 1948-1949 air war, with a level of detail far surpassing anything ever published before. In fact, in some cases rather too much information has been crammed into the text, at the expense of readability. Some of the data on individual aircraft, etc., should perhaps have been presented in tables rather than in the narrative. Despite this, the book is still a good read, including many first-hand accounts. Refreshingly enough, the authors have also tried hard to achieve a balanced account, by including the Arab perspective and operations.

The average quality of the photographs is, perhaps unavoidably, rather poor. Nevertheless, they cover virtually every Israeli aircraft type of the period, plus a good selection from the Arab countries: many published for the first time. There are also many photos of personnel and of RAF aircraft based in the area.

All in all, this book is a must for anyone with the slightest interest in the subject.

Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59 Norsborg, Sweden.

EUROMIL: Military Air Arms in Europe, Andy Mower, 384 pages, 14.4 x 21 cm softbound, 36 b/w photos. Aviation Associates, PO Box 3201, London, England E7 8RJ.

The 1993 version is the fifth edition of this publication, the first one having been published in 1980. The book consists of listings of every known current military aircraft in Europe (excluding those of the former Soviet Union, and "new" countries such as Croatia), with serial number, unit and, where appropriate, individual aircraft code. In some cases, crashed, retired, and stored aircraft are also covered. Information on preserved aircraft and orders of battle is also included. Needless to say, the coverage for some countries is more sketchy than for others, but the book still contains an impressive amount of data. It is strictly one for the reference shelf since there is no narrative at all.

Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59 Norsborg, Sweden.

SEA FURY, FIREFLY AND SEA VENOM IN AUSTRALIAN SERVICE, Stewart Wilson, 152 pages, 21 x 27.5 cm, 192 b/w and 26 color photos, tables, drawings, maps, cockpit sketches, etc. Aerospace Publications, PO Box 3105, Weston Creek, ACT 2611, Australia. AU$19.95 softbound (£15.95 from Midland Counties in England), AU$29.95 hardbound.

The development and Australian service of each of the three types is covered by well-written narratives, backed up by a profusion of excellent illustrations as well as tables giving details of each individual aircraft. There is also an introductory chapter on the history of Australian Naval Flying. This is one of the latest issues in this excellent Australian series, which now includes at least 13

titles, each covering three aircraft types. They all follow the same general layout, although the number of pages does vary (some have 200+ pages). This series is one of the best on the market and is highly recommended.
Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59 Norsborg, Sweden.

NORDIC AIRPOWER, Jan Jorgensen. 128 pages, softback, £10.95
This book is quite simply the best collection of crystal-sharp color photos of aircraft currently serving in the air arms of Denmark, Finland, Norway, Sweden, and those of the USAF in Iceland. Among the 32 photos of Danish aircraft are spectacular shots of F 16s and Draken, with good coverage in eleven pictures of Danish helicopters. Coverage of the Finnish Air Force, in 28 pictures, is even better with good ground and air views of their MiGs, Drakens, Hawks, etc. Transport and trainers are equally well covered. The silver and dayglo-red Magister just rounding the top of a loop in brilliant sunshine cries out to be modeled!
Icelandic Air Defense received smaller coverage with 4 views, while the Royal Norwegian Air Force are shown in 26 action packed pictures: F-16s, F-5s, P-3B Orions, a Hercules making a JATO takeoff, Twin Otters, among others.
Swedish hardware is shown in 32 photos commencing with the Viggen in afterburner, with good views of Drakens, Lansen, Sk 60s, etc. Most photos were taken by the author, and some by other well respected Scandinavian photographers such as Peter Liander.
This book is highly recommended for its very inspiring pictorial content taken over the last five years and fully informative photo captions.
Stocked by Midland Counties Publications of Unit 3 Maizefield, Hinckley, Leics, LE10 1YF, England, and also obtainable from all good aviation bookshops.
Ted Burnett (SAFCH #1221), 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, NE23 9NZ, England.

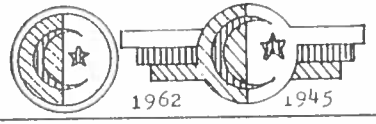
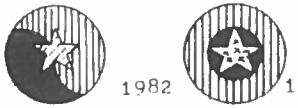
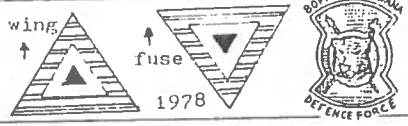
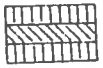
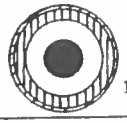
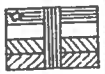
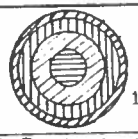
"Enclosed is a copy of **POTS, PANS AND METEORS** Aircraft Scrapping Operations at Tocumwal, NSW, 1960/1963 by J Hopton. Cost is US $10 to overseas purchasers. If successful they will do other titles. I also enclose a couple of pages from "Tocumwal to Tarakan - Australians and the Consolidated BZ4 Liberator" by Mike Nelmes. This hard-bound book consists of 171 pages with about 100 photos, appendices and index. I did the color section. Cost is $A42 but the rub is that, under the present Government "user pays" principles, Surface Mail is an additional $A15. No such thing as a Postal 'Service' any more. Also released by Banner is **LION OVER KOREA**: 77 Squadron RAAF 1950/53 by David Wilson. I have not seen this, but it has had good reviews. I do not know the price of this one.
"These books are available from Banner Books. PO Box 937. Belconnen, ACT 2616, Australia. Payment should be by IMO. The rate of exchange favours the USS: ISA = US $0.75. It is good to see a few books coming out on Australian themes. Hope Banner continues to do well as they will then do my title."
Colin A. Owers (SAFCH #261), PO Box 73, Boorowa, NSW 2586. AUSTRALIA

LOCKHEED HERCULES PRODUCTION LIST 1954-1995, 12th Edition, Lars Olausson. 120 pages 15 cm by 21 cm. Spiral bound. Lars Olausson, Box 142, S-530 32 Satenas, Sweden. US $10 surface or $12 air mail.
The latest edition of this "labor of love", updates and extends the Hercules production list to c/n 5500 (unsold as of November 1993, and the Hercules history to 15 December 1993 when a PhilAF C-130 "crashed into Mount Manase on approach in bad weather to Naga airport". Chapter headings are: Production List, L-100 Versions, C-130A Version, C-130B Versions, C-130E versions, C-130H Versions, Civil Registrations, Commercial Operators, Government Operators, USAF Tail Code, USAF Active C-130 Operating Units, USAF Reserve Units, US Air National Guard Units, USAF Serial Numbers, USN/USMC C-130 Operating Units, USN/USMC Serial Numbers, USCG Serial Numbers, Abbreviations, Destroyed Aircraft, and Hercules Literature.
As usual, the enthusiast of the small air forces is well served by extensive cross references which allows the reader to identify all aircraft used by a particular country in the "Government Operators" chapter and the then trace the history of each aircraft in the "Production List" chapter. For example, Uruguay used two Hercules: 3596 ["To FAU '592' 9208 (9212 first Antarctic op, 9312 '592', 'CX-BOX')"] and 3668 ["FAU '591' 9205 (9205 '591', 'CX-BOW')"
The latest edition of the C-130 Production List is highly recommended and reasonably priced.

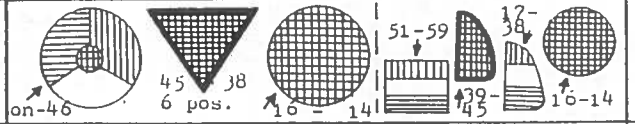
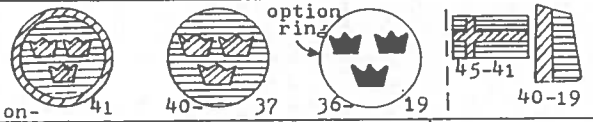
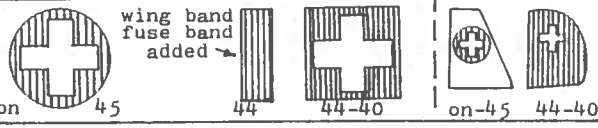
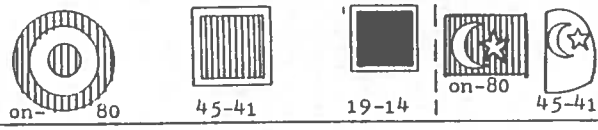
SPITFIRES AND HURRICANES IN PORTUGAL: The Azores Agreement and the Portuguese Fighter Force's BuildUp 19431993, Mario Canongla Lopes, 220 pages softbound, 21 cm by 29 cm, 93 b&w photos, 6 color profiles. Dinalivro, Travessa do Convento de Jesus 15, 1200 Lisboa, Portugal. Text in both Portuguese and English in columns side by side.
The subject is, in fact, rather misleading, since the period covered in any detail is actually 19381954! The subject is similar to that of the author's 198G article "Fighters of the Cross of Christ" in Air Enthusiast #13, although greatly expandec. Starting w1th the largescale expansion of the Aeronautica Militar during the immediate prewar years, the narrative details the struggles of the Portuguese to build up a viable air force during WWII, up to the retirement of the last Spitfires and Hurricanes in the mid1950s. Speclal attention is given to the negotiations with Great Britain in connection with the Azores Agreement. Although mainly concerned with fighters, the book also covers bombers, trainers, etc. in some detail. There are a few tables included, but the text and footnotes give a lot of information on serial numbers, delivery dates, and so on. Because of the poor paper used, the photo reproduction is not quite up to stardard, but, nevertheless, include many interesting illustratlons. Despite being a bit "dry" in places, this is a useful reference and is recommended.
Leif Hellstrom, SAFCH #*), Servitutsvagen 3, S145 59 Norsborg, Sweden.

VINGAR FOR NORDEN, NORDENS FLYGVAPEN I FARG, Jan Jorgensen: Stenvalls, Malmo, 1993. English edition published under the title **NORDIC AIRPOWER** by Airlife, Shrewsbury, 1993
This is a picture book with a lot of mouthwatering colour photographs printed on gloss paper. The basis for this review is the Scandinavian edition, but given that the book is printed in Singapore, I assume that it applies equally well to the English edition.
Every Nordic countries gets its own chapter. It is probably reasonable to include the Army and Navy aviation services in the chapter on the "Royal Danish Air Force", although the heading "Denmark" would have been more correct. The book could be called a picture of the period with photos taken through the last five years. Luckily, no attempt has been made to update the contents to 1994 I for one would have missed Air Station Karup's Drakens, now taken out of service. The Army Flying Service is completely updated, with the H500 Cayuse in both gloss olive green and matt black/grass green scheme. The Danish chapter covers 30 pages with as many photos which cover most of the available paper area!
The chapter on Finland starts with the MiG21 and Draken, continuing with the trainers. The Fouga Magister just manages to get in with a photo from just before its service exit in 1988. I do wonder, however, why the Learjet 35A/S gets three pictures, when all helicopter types must manage with one photo of the Mi8. The Learjet is covered from three aspects (LJ3 from starboard and port side, LJ2 obliquely from below with target towing equipment out).
A little surprising, there is also a small (3 pages) chapter on Iceland, a country without its own air force. But, in full loyalty to the title, we are presented with 3 photos of USAF aircraft on the Keflavik base plus an E3B/C Sentry over a mountainous landscape with glaciers.
The Norwegian chapter of 24 pages gets all round the Luftforsvaret. I really enjoyed the sight of a Dassault Falcon 20C landing on the Karup runway it does not hurt so much after all, that I, at the time, had heeded the restrictions on photography. Well, a helping factor might be that my camera had been left on the island of Zealand?
The Svenska Flygvapnet gets the last main chapter. The size of the subject is large enough reason for npt penetrating into every nook and cranny, even if the Gripen just manages to be included on the dust jacket. Reasonalbly enough, both the Army and Navy are represented.
This book is rounded off with two pages of squadron patches and stickers without any explanation. A key would have been nice here.
Lastly a bit of statistics: The book is hardbacked with 112 pages of square shape (edge length 21.5 cm).
This at was a description. Let us try to add a value assessment. Colour balance is a difficult task, whether we are speaking of fourcolour printing or colour prints from negatives. That is obvious from the photo on page 30, where the grass green of the Fennec has become too olive green, probably caused by the yellowbrown harvested fields below. Generaly, however, the colors are very good.
The modeller's heart will beat faster at the sight of all that nice reference material. That is not enough, however. As an example, the ESK 721 Gulfstream III F330 has been illustrated twice. Both views show the starboard side, very considerately with the wing upper surface visible on one picture and the undersurface on the other. Thus, we still lack the port side, which is where the squadron badge is located. There thus remains a need for the modelers' societies organized collection of reference material in the shape of drawings and even more pictorial material. However, that does not mean that you should leave this book on the shelf. It represents the kind of material of which dreams are made!
Kai Willadsen (SAFCH 863), Sct. Jorgensgade 16, DK4200 Slagelse, Denmark.

AIR FORCE INSIGNIA BY SHENK

COUNTRY	WING INSIGNIA	DATA INFORMATION	FIN FLASH	AIR ARM or AGENCY
ALGERIA		1962 1945		FORCE AERIENNE ALGERIENNE
ANGOLA		1982 1976		ANGOLAN REPUBLIC AIR FORCE
BENIN (WAS DAHOMEY)		1976		FORCE ARMEE POPULAIRE de BENIN
BOTSWANA (WAS BECHUANALAND)		1978		BOTSWANA DEFENCE FORCE
BURUNDI		1962		
BURKINA FASO (WAS HAUTE VOLTA)		1960		FORCE AERIENNE de HAUTE VOLTA
CAMEROUN		1960		L'ARMEE de L'AIR de CAMEROUN
CENTRAL AFRICA REPUBLIC		1960		FORCES AERIENNE CENTRA-AFRICAINE
CHAD		1976		ESCADRILLE TCHADIENNE

KEY BK RED BLUE GR. YEL. WH. OR GOLD LT. BLUE LT. GR. BR PUR

COUNTRY	WING INSIGNIA	DATA INFORMATION	FIN FLASH	AIR ARM or AGENCY
NETHERLAND (HOLLAND)				KONINKLIJKE LUCHTMACHT
NORWAY				ROYAL NORWEGIAN AIR FORCE
PORTUGAL				FORCA AEREA PORTUGUESA
SPAIN				EJERCITO del AIRE
SWEEDEN				FLYGVAPEN
SWITZERLAND				SWISS AIR FORCE AND ANTI-AIRCRAFT COMMAND
TURKEY				TURK HAVA KUVVERLERI
LATVIA				LATVIAN AVAITION REGIMENT
LITHUANIA				LITHUANIAN AVAITION GUARD

Bill Shenk (SAFCH #599), 21957 Crescent Court, Farmington Hills, MI 48335, USA.

THE ROYAL HELLENIC AIR FORCE IN KOREA

John Tripitsis

The Long Mission

Early in the Korean War, Greece responded to the United Nations call for reinforcements of the UN Far East Forces by sending, in addition to ground forces, a detachment of nine RHAF C47 Skytrains, designated the 13th Transport Flight. Officially formed on 13 October 1950 at Elefsis AFB near Athens, the unit received aircraft detached from the 355th Tactical Transport Squadron .

Early on the morning of 11 November 1950, the Flight tookoff for the long trip to the exotic Far East with stops at Cyprus, Saudi Arabia, Pakistan, India, Thailand, Indochina, Philippines, Okinawa, finally landing at Itazuki AFB (Kyushu, Japan) on 1 December.

Upon arrival, the Flight was attached to USAF 21st Transport Squadron of the 374th Transport Group. Their immediate participation in the operations was imperative because of the critical military situation brought on by the fast advance of Chinese Forces. 21st Squadron, later redesignated the 6461st Tactical Squadron, did not have a permanent base in Korea. Since they moved from one airfield to another depending on the situation and the needs, the became known as the Kyushu Gypsy Squadron.

Beginning on 4 December 4 1940, while stationed at K27 (Hungnam) 13th Flight began flying supply drops and transport missions to and from the front line. Later, because of the imminent occupation of Hungnam by the Chinese, the Hellenic crews received orders to fly to K9 (Pusan).

In January 1951, the Flight Headquarters moved to Tachikawa AFB, Japan, where they remained until the end of July 1951. In the meantime, a detachment of four aircraft, stationed at K2 (Taegu), continued operating until 13 May 1951 when they moved to K14 airfield (Kimpo).

At the end of July, the entire Flight regrouped at Ashiya AFB, Japan, from whence the began flying missions again until 15 January 1952, when the Headquarters moved back to Korea, at K16 (Seoul) . The Flight operated from that base until 11 June 1954 when they moved back to K14 (Kimpo). This was to be their last base in Korea.

By the end of March 1955, 13th Flight's mission was over and the personnel received orders to return to Greece. On 1 April 1955, they flew to Ashiya AFB, Japan, where the necessary preparations for the long journey back home took place. On 8 May, the Flight tookoff, leaving behind the Far East. After a series of intermediate stops, they landed back at Elefsis AFB on 23 May 1955.

Missions and Accomplishments

During its stay in Korea, 13th Flight flew a variety of missions: transporting every kind of material and supplies (ammunition, fuel, medical supplies, etc.) to extreme forward areas of the front; carrying personnel, wounded, POWs, and even dead bodies from the front line; dropping supplies to advanced or cutoff troops; and delivering the mail. These operations, especially the transportation of wounded, were often performed under adverse weather conditions requiring flying by instruments. But even when the weather was very bad and the terrain mountainous, the Hellenic crews did not hesitate to do the job; they flew under the cloud level and navigated by landmarks to find the tiny landing strips. This was a skill that the Hellenic crews had learned under similar circumstances during the Hellenic Civil War of a few years earlier.

Some Hellenic C47s were also attached to the Special Air Mission Unit, a special flight within 21st Squadron whose missions included nocturnal 6hour reconnaissance deep into enemy territory; flights over enemy populated areas making propaganda announcements from loudspeakers; marking enemy positions with flares for allied nightintruder attacks. Statistically, during its time in Korea, 13th Flight flew 2,916 missions totalling 13,777 flight hours during which they transported 70,568 passengers, 9,243 wounded, and 11,104,550 lbs of supplies and material.

Losses

The 13th Flight also suffered casualties during its 4.5 years of service in Korea. Four aircraft were lost and 12 men were killed in action. (1) On 4 January 1951, C47 serialed 92617 suffered serious damage while landing at on muddy ground at Yonju airstrip. After everything useful was removed from the aircraft, it was set on fire to prevent it from falling into enemy hands when they occupied the area a few days later. (2) On 26 May 1951, C47 serialed 92612 was flying from K2 (Taegu) to K5 (Taejon) at a low altitude under the cloud level when it crashed into a hill and exploded. (3) On 22 December 1952, at K13 (Suwon) a USAF F80 crashed into C47 serialed 92616 which was completely destroyed. (4) Just five days later, on 27 December, C47 serialed 92632 was takingoff from K10 (Chinhae) for a night mission when one engine shut down at 150ft altitude. The aircraft banked to the port side and, after hitting some tree tops, crashed landed violently and exploded.

Despite those loses, the morale and efficiency of the Flight's personnel were not affected. For its contribution to the Korean War effort, the 13th FLight received special awards from the Far East Forces High Command as well as from the United States President and the President of South Korea.

Aircraft Colors and Markings

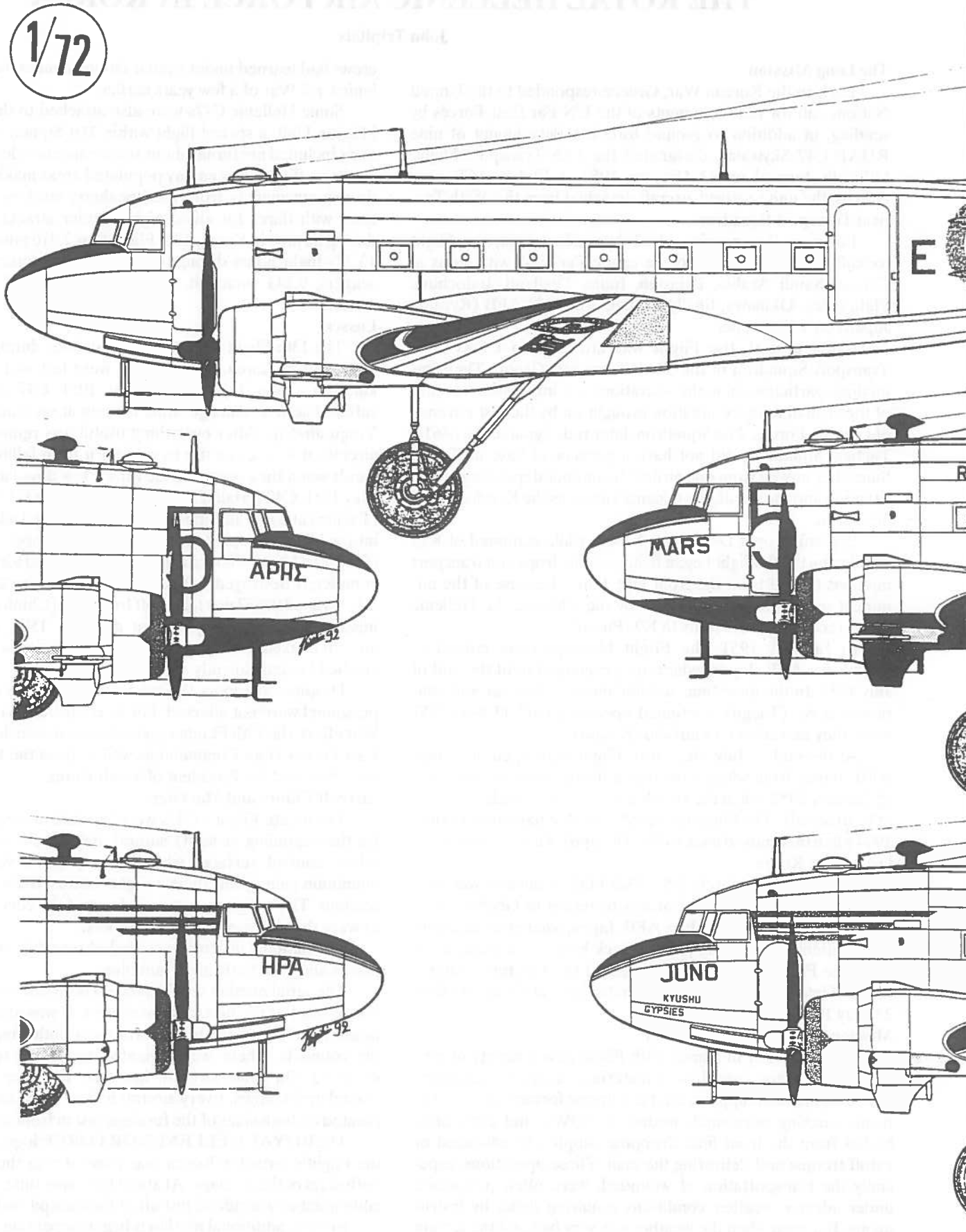
Thirteenth Flight's C47s were finished in a highly polished (in the beginning at least) natural metal finish except for the fabric control surfaces which were painted with a special aluminum paint giving them a slight contrast to the shiney metal sections. The antiglare section in front of the cockpit was black as were the walkways at the wing roots.

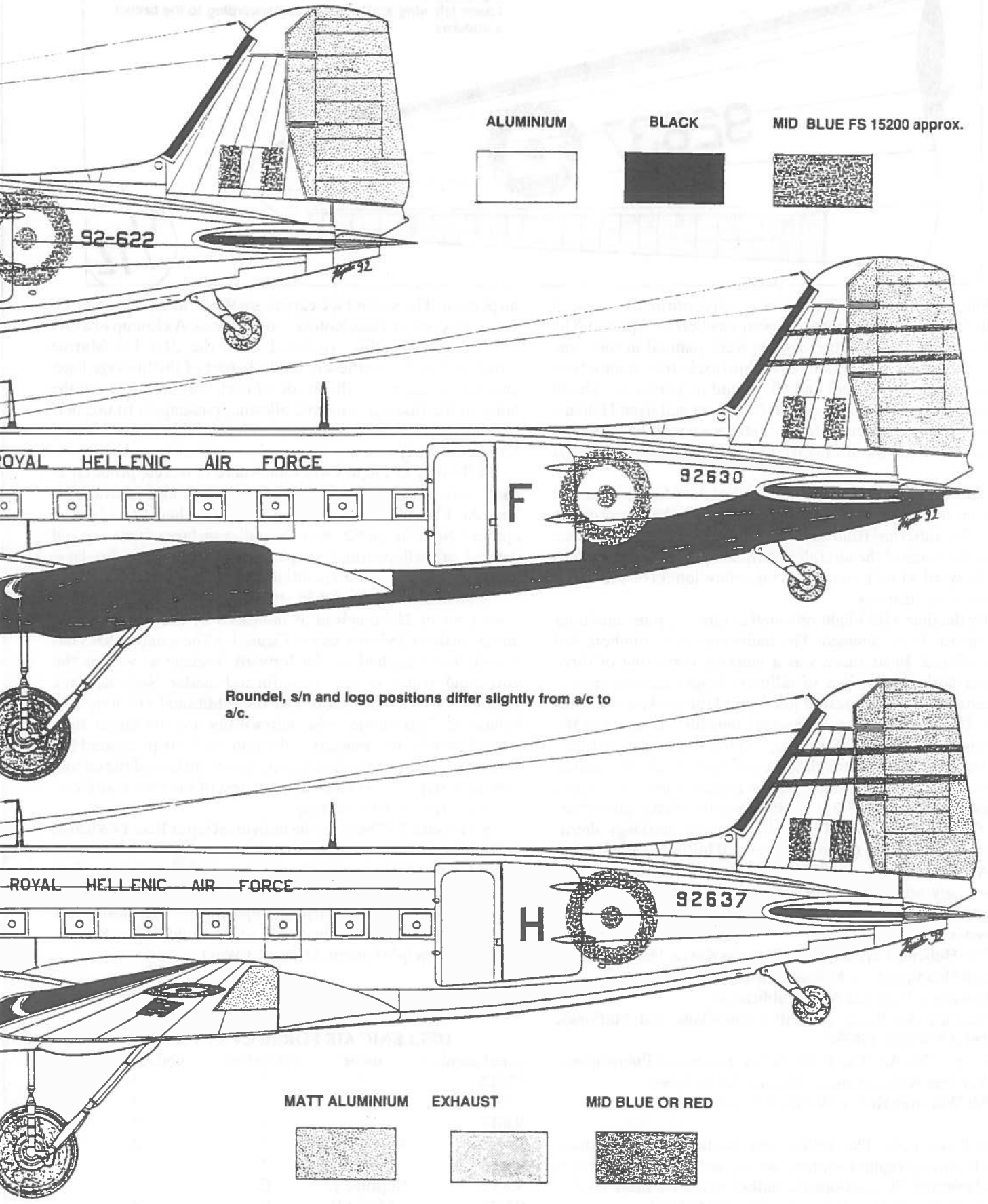
The national insignia consisted of roundels in the usual six places and a fin flash, all in mid blue.

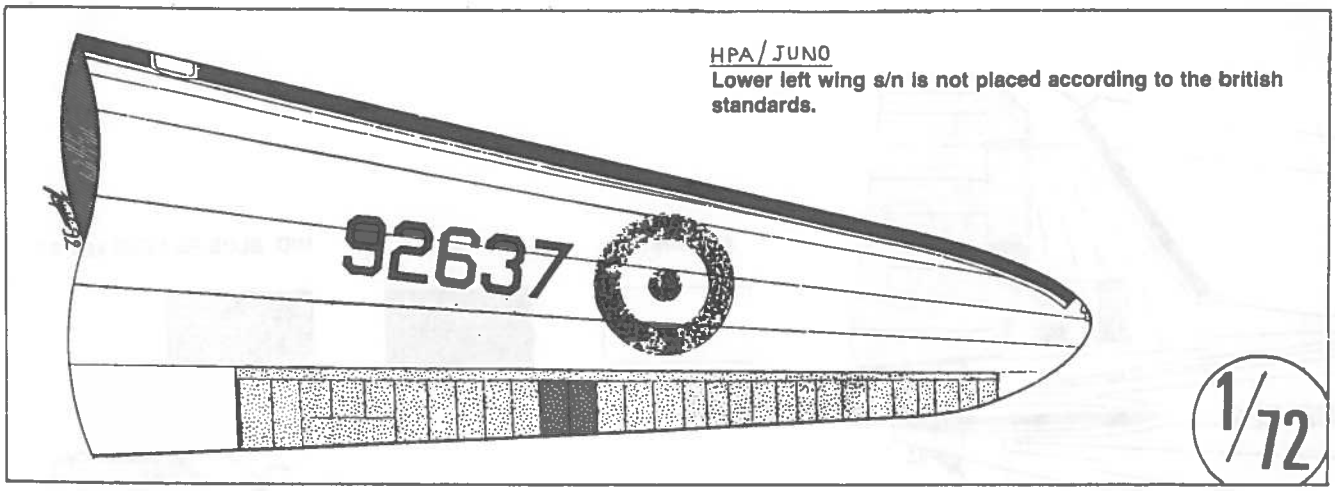
The serial number was located on both sides of the fuselage just in front of the horizontal stabilizer. It was also repeated in larger numbers on the undersurfaces of both wings inboard of the roundels. These were oriented according to the British standard. On some aircraft, however, the wing serials were placed upsidedown. Every aircraft had an individual code letter painted on both sides of the fuselage just in front of the roundel.

The ROYAL HELLENIC AIR FORCE logo, applied after the Flight's arrival in Korea, was painted over the windows on both sides of the fuselage. At about this same time, an individual code number was added just aft of the cockpit on both sides.

In 1951, additional markings began appearing, probably for the purpose of consistency with the rest of the aircraft of the squadron: Two horizontal stripes were painted on both sides of the vertical stabilizer over the fin flash. These stripes were either


1/72
E
ΑΡΗΣ
MARS
HPA
JUNO
KYUSHU
GYPSIES


ALUMINIUM
BLACK
MID BLUE FS 15200 approx.
92-622
ROYAL HELLENIC AIR FORCE
F
92630
Roundel, s/n and logo positions differ slightly from a/c to a/c.
ROYAL HELLENIC AIR FORCE
H
92637
MATT ALUMINIUM
EXHAUST
MID BLUE OR RED



midblue, red, or green. (This has not been confirmed because of the lack of any color photos or even any verbal reports.) The front section of the engine cowling were painted in the same color. On some aircraft, there was a thin black stripe painted just below the antiglare panel and all around its perimeter. On all Hellenic aircraft, the names of an Olympian god from Hellenic mythology were written under the antiglare panel. These names were in Greek on the starboard side and in English on the port side.

Those aircraft assigned to the Special Air Mission Unit had their entire undersurfaces painted black with the demarcation line being differing from one aircraft to another. One source states that some of the aircraft involved in propaganda missions had the word VOICE painted in big yellow letters on the under surface of the fuselage.

By the time 13th Flight returned to Greece, some markings had already been changed. The individual code numbers had been deleted. In its place was a marking consisting of three parallel horizontal stripes of different length starting from a common vertical line located just behind the cockpit side windows. These stripes were in the same unconfirmed color as the tail stripes and the engine cowlings. At this time, all aircraft had two thin black stripes just below the antiglare panel. Also, on the port side of the nose section under the English name, the aircraft carried the logo KYUSHU GYPSIES with smaller characters than those in the names. These alterations in markings alterations must have occurred after the end of hostilities in Korea.

Author's note: I would be very glad to receive from the readers any additional information in the form of remarks, corrections, or elucidations on this article.

References

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Hellenic Air Force Aircraft Camouflage and Markings, Montao #5 Winter 198788.

Korea The Air War 195053 (Vol. 1), Osprey Publications. Air War over Korea, SquadronSignal Publications.

Air War over Korea, Warbirds Illustrated.

[Editor's note: The author sent photos, but, since these came from copyrighted sources, we are not able to print them here. However, the captions the author wrote for these photos are very informative, so they are presented below.]

1. November 11, 1950. Lineup of 13 Flight C47, at Elefsis AFB prior to departure for Korea, with the crews standing for inspection. The second a/c carries s/n 92632 and code letter G.

2. December 1950, Kotoci, North Korea. A closeup of a C47 s/n 92632 evacuating wounded from the 21st US Marine Division. Visible are the s/n, fin flash, part of the fuselage logo, and yellow edging on the inside of each cargo door. Note the holes in the fuselage windows allowing passengers to use personal weapons if needed. (Source: The Hellenic Expeditionary Force in Korea)

3. Two of 13 Flight C47s somewhere in Korea, probably in early 1951. Judging form the nearest a/c, the logo "Royal Hellenic Air Force" as well as the code number 2 have already been applied. Note the s/n 92618 on the under surface of the wing and the red propellerwarning stripe below the 2 on the fuselage. (Source: The Hellenic Expeditionary Force in Korea)

4 Hellenic C47 s/n 92630 attached to the Special Air Mis sions Unit of 21 Squadron as indicated by the black painted under surfaces. (Shown also as Figure b.) The name MARS has already been applied on the forward fuselage as well as the horizontal stripes on the vertical fin and rudder. Note the black walkways at the wing roots and the additional DF loop just behind the astrodome. Also noteworthy are the larger than normal British style number 5, the thin black stripe around the antiglare panel, and the fact that the lower surface of the engine cowling is not painted black as is the rest of the under surfaces. (Source: Air War over Korea)

5. Hellenic C47 bearing the individual letter E and s/n 92622 in USAF style with a dash. The aft lower surface of the fuselage is painted black. the vertical fin stripes are slightly thicker than those on other Hellenic C47s. The painted trim around the engine cowling and the a/c name (Neptune) are also visible. Not clearly visible is the individual code which could be 3, 6, 8, Or 9. Can anyone help" (Source: Dakota at War)

John Tripitsis, 4 Ptolemeon St., Athens 11635, Greece.

HELLENIC AIR FORCE C47s IN KOREA

serial number	name	code letter	code number
92612	?	?	?
92616	?	?	?
92617	?	?	?
92618	Mercury (1)	?	2
92620	Jupiter (2)	?	?
92622	Neptune (3)	E	?
92630	Mars (4)	F	S
92632	?	G	?
92637	Juno (S)	H	?

TALLY HO! "Aircraft Markings for the Modelling World"; 1/72- and 1/48-scale decals. PO Box 2338, Sidney, B.C., Canada V8L 3W6.

Just received for review and sale is a new line of decals that will be great interest to SAFO readers. Let me allow the producer, Scott Fraser, to describe the concept by quoting from his letter that accompanied these decals: "You will no doubt be familiar with the AvUsk decals. It was I who designed and produced them and this series is an extension of that range under a new name and new management. I hope these decals will remind you of the series produced in France by Max Abt. In all candor, the concept is his, but he has been long gone from the scene and I felt the modelling world was again ready for a series of small, inexpensive decals sheets with unusual subjects. I, for one, was tired of shelling out big bucks for a sheet with markings for 25 Spitfires, when I wanted to build only one. The rest of the sheet was wasted, never to be used. The small format gives us the flexibility to devote space to such wonders as Latvian Gladiators or Chinese CR-32s while leaving room for the tiresome Spitfires and Mustangs which are required to pay the rent. By keeping the decals small, we can also keep them inexpensive; the chance of a modeller dropping $2 for markings of a Jugoslav Spitfire is much greater than hoping he will pay $6 for decals containing seven or eight exotic Spits."

As you can see, the concept is perfectly designed for the modeler who prefers the small air forces. What about the decal themselves? The decals come in various sizes, but they all fit comfortably into a plastic packet 7 cm by 10.5 cm. The printing of the decals is outstanding, certainly among the best being produced anywhere. Registration is spot on, the color are dense and vibrant, the edges are sharp and clean, and the small detail, such as squadron badges, are clearly reproduced.

The decal sheets alone is worth the price, but it is the instruction sheets that make Tally Ho! special. These sheets, usually two 8.5 in. by 11 in. sides with a few going to four sides, are full of marking, historical, and modeling information. Included are very attractive drawings (side, top, and bottom views) of the aircraft covered on the decals; for example, the Irish sheet cover three aircraft (Gladiator, Hurricane, and Seafire). Attractively arranged around the drawings is text describing not only the details of the color scheme and markings but also the service history of the aircraft type. Other text gives a list of references and suggested kits (with brief, but pithy, comments). When the instruction sheet extend to four pages, the amount of information included is phenomenal. For example, the the Chinese sheet covers 10 aircraft (Hawk II, Hark III, I-152, I-16, Gladiator (2), D.510, Hs-123, I-153, & Hawk 75) while providing a history of the entire Sino-Japanese War including a map.

You may be wondering, how so many aircraft can be covered on such small sheets? The secret is to provide one set of national markings (in each size) while providing the individual markings (codes, squadron markings, etc.) for all aircraft. This means that you'll be able to build one aircraft with each sheet. But, if you have the appropriate national markings in the spare decal box, the Tally Ho! sheet will provide the individual markings to do a few more aircraft.

Scott is very interested in finding out what decal subjects SAFO readers want to see from Tally Ho! in the future. He has offered to hold an informal contest for SAFCH members only. Send your suggestions (and SAFCH #) to Scott. He'll pick the most interesting suggestion(s) and give the winner(s) five Tally Ho! decals of his/her choice.

[Editor's note: I was so impressed with the Tally Ho! concept that I purchased three each of the 19 sheets (with the greatest small-air-force interest) for resale to SAFO readers. You'll find these sheets listed in the Sale Service. The first three orders that include an extra $3 will also receive a 32-page Tally Ho! catalog illustrating all their decals. Modelers wishing to order decals or the catalog directly from Tally Ho! should use the address given above and payment should be made in US funds by IMO, VISA, MasterCard or cheque. Credit card orders can be faxed to (604) 939-1999.]

DUTCH DECALS 72024: F-16A Royal Netherlands Air Force 40 Jaar 315 Sqn, F-16A 40 Jaar 316 Sqn, F-16A 50 Jaar 322 Sqn; PBY Catalina RNeth-Navy. 1/72-scale decals. Luc H. Boerman, Kerkstraat 2, 2471 AP Zwammerdam, The Netherlands.

The quality of DUTCH DECALS needs no explanation. Suffice it to say that these sheets, measuring 21 cm by 14.5 cm, are of the finest quality and provide all the markings needed to model the subject a/c except for the national insignia which have to be purchased separately (sheet 72017).

This 1/72-scale sheet provides the markings for three commemorative F-16As: 'J-063' of 315 Squadron with the Dutch lion on the fin, 'J-142' of 316 Squadron with a Hawk's head on the fin, and 'J-215' of 322 Squadron with a parrot on the fin. As a bonus, markings, including flag insignia, are provided for two PBYs: 'Y-80' of 321 Squadron, Ceylon, 1943 and 'P-92' of 321 Squadron, Soerabaja, 1945

DUTCH DECALS 48011: F-16A Royal Netherlands Air Force 50 Jaar 322 Sqn: Noorduyn AT-16 Harvard IIB RNethAF. 1/48-scale decals. Luc H. Boerman, Kerkstraat 2, 2471 AP Zwammerdam, The Netherlands.

Another fine sheet from DUTCH DECALS, this time providing the markings for 'J-215' of 322 Squadron with the parrot on the fin. Bonus markings are provided for an AT-16 Harvard 'B-184' at Gilze Rijen AB 1966 in trainer yellow with day-glow red orange cowling, fuselage band, and wing tips. Roundels have to be purchased separately (Sheet 72017).

DUTCH DECALS 48012: F-16A Royal Netherlands Air Force 40 Jaar 315 Sqn, F-16A RNethAF 40 Jaar 316 Sqn; Hawker Hunter Rnethaf. 1/48-scale decals. Luc H. Boerman, Kerkstraat 2, 2471 AP Zwammerdam, The Netherlands.

This sheet provides the markings for the other two F-16s: 'J-063' of 315 Squadron (Lion) and 'J-142' of 316 Squadron (Hawk). As a bonus, markings are provided for there Hunters: 'N-111' and 'N=110' at Biak AB Nieuw Guinea 1960-61 both with flamboyant tail decorations, and 'N-292' of 324 Squadron Leewarden AB 1959-64. Again, roundels have to be purchased separately (sheet 72017).

CUTTING EDGE: MiG-29 Fulcrum A (Non-CIS Air Forces). CED72002 1/72-scale and CED48002 1/48-scale. Meteor Productions, PO Box 3956, Merrifield, VA 22116.

These are two identical sheets differing only in their size (10 cm by 14.5 cm for the 1/72-scale sheet and 14 cm by 20.5 cm for the 1/48-scale sheet). Aircraft covered are for the Polish AF, 1st PLM Warszawa '67'; Indian AF, 28 Sq First Supersonics 'KB713' & 'CB720'; and Islamic Republic of Iran AF '3-6107'.

The decal sheets are printed in dense, vibrant colors and sharp detail. The inner disks of the roundels are printed separately to avoid any possibility of registration problems; this was probably unnecessary given the spot-on registration of the other colors. Include on the sheet are national insignia, squadron insignia, and all other markings necessary to model these very attractive a/c. The instruction sheet illustrates color schemes for all aircraft and even includes the markings on the inner surfaces of the twin tails. FS595 equivalents are given for all color.

These excellent decals are available from Meteor Productions for $5 and $6 respectively (plus shipping and handling).

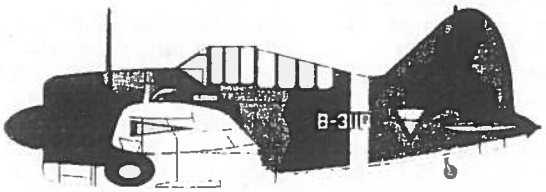
[Editor's note: Cutting Edge decals are made by Meteor Productions which is run by David Klaus (SAFCH #891). Besides making decals and kits (a 1/48-scale Su-24 and RA-5C), David offers a great many books, magazines, decals (including Carpena, Dutch Decals, and Ministry of Small Aircraft Production), etc. A 75-page catalog is available from Meteor Productions for $3.00.]

CUTTING EDGE: MiG-29 Fulcrum A (Russian & Non-CIS Air Forces). CED72003 1/72-scale and CED48003 1/48-scale. Meteor Productions, PO Box 3956, Merrifield, VA 22116.

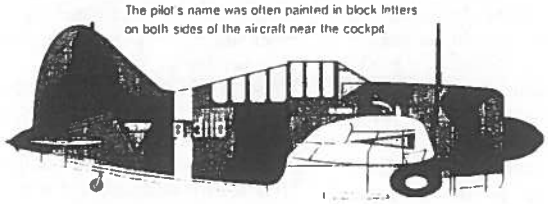
These decals and instruction sheets are identical in quality to those described above, so it is sufficient to just describe the a/c covered: Soviet/Russian AF, Guards Aviapolk '44'; Indian AF, 47 Sq Archers 'KB707'; Cuban AF '911', Bulgarian AF (red-star insignia) '20'; and Romanian AF (roundels) '46'.

Cutting Edge decals are highly recommended to all modelers interested in doing modern Russian a/c in small-air-force markings.

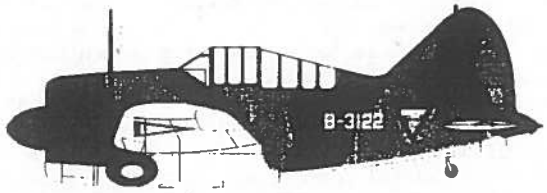




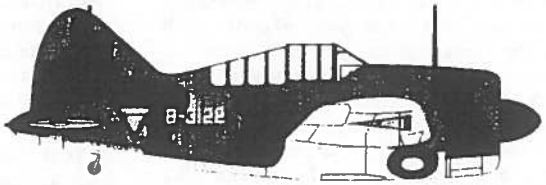
B-339C of 2 Vlg V, Andir, Java
Flown by Lt Helsdingen, early February 1942
The pilot's name was often painted in block letters on both sides of the aircraft near the cockpit



The white fuselage band was introduced in December 1941, when 2-Vlg V flew alongside RAF Buffalos from Singapore, and was worn until the final surrender.



B-339D of 1-Vliegtuiggroep V, December 1941, when the squadron was based on Borneo



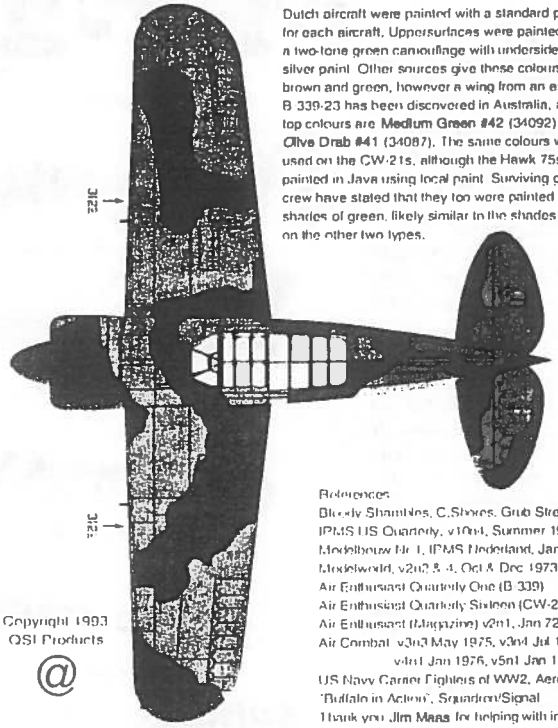
Modelling the Brewster Buffalo - There have been kits from Airfix, Revell, and Matchbox. The Airfix kit is the best, but! The rivets must go, the cowling is too narrow (use Revell's) and the aileron hinge line is too far forward on the top wing. Dutch aircraft had the pointy 'export' tail with larger tailwheel and a 10'3" uncuffed propellor. Beg, borrow or steal Jim Maas' article in Modelworld.

It is not generally appreciated that a quarter of the Allied aircraft opposing the Japanese in the days following the sneak attack on Pearl Harbour were operated by the Dutch. Although Holland had been overrun by the Germans in 1940, the Netherlands East Indies remained free, intended to stay that way, and had become the beneficiary of several orders placed by the Dutch government for aircraft intended for use in the Netherlands, but which had not been delivered at the time of the German occupation. In October 1939 the Dutch had belatedly joined the queue of European nations anxious to buy modern aircraft. Holland was late to awaken to the threat of war, and when they finally decided to place orders, they found they were well down the list when it came to expect deliveries. The British, French, Chinese, and many others had already spoken for future production, and the Dutch were forced to take what they could get. The aircraft they were able to order had two things in common: they were all powered by the Wright Cyclone, and they were all approaching obsolescence. In spite of this, they acquitted themselves well: for example, in three months of combat, the four Buffalo squadrons claimed 55 Japanese aircraft destroyed, for a loss of 17 pilots and 30 aircraft (plus 15 lost to bombing), this in an aircraft decidedly inferior to the A6M2 which it fought. The Dutch likely destroyed many more Japanese aircraft, when it is considered that claims were made against what was witnessed, while losses are measured against how many aircraft made it back to base. After the battle over Soerabaja on 3 February, Dutch pilots claimed eight victories, whereas Japanese records show 22 aircraft failed to return to their bases on Borneo and the Celebes.

The Dutch had chosen the Wright Cyclone because it was used by many of the aircraft they already had, however an acute shortage of engines developed, and the first batch of 24 B-339s (B3-95 to B3-118) had used powerplants supplied by the Dutch. The 48 later B-339Ds (B3-119 to B3-167) did have new engines, but arrived without radios, armour, gunsights and other items. *Vliegtuiggroep V* was formed in the summer of 1941 with two squadrons of 12 aircraft (plus six reserves). By September, 71 B-339s had been received, but a shortage of pilots, some went to the flight school but most of them went into storage.

There were 40 B-339s in service on 30 November, when the Dutch mobilized. 1-Vlg.V was moved to Borneo, the flying school was closed and 3-Vlg IV and 3 Vlg V were formed, equipped with B-339s, and a four-plane flight of four B-339s wassent to Ambon, west of New Guinea. On December 9 2-Vlg V began operating from RAF fields at Singapore, and although one flight moved to Palembang at the end of the month, the second flight remained at Singapore until new RAF Hurricanes arrived in mid-January. The 5 survivors then joined 1 Vlg V on Borneo, where the first encounter with the Japanese had ocurred on December 20. The unit had been split up into four-plane flights, flying from different bases, and had been mauled by the Zeros. On 26 December 1-Vlg V was reunited when the 3 surviving B-339s from two flights rejoined the third *patrouille* at Samarinda, where they were in turn reinforced by the arrival of the two flights from Singapore. They had some success against enemy shipping, but by January 22 the two squadrons had been reduced to 18 aircraft, and the end of January the Japanese advance forced their return to Java. The four Buffalos sent to Ambon had not fared well. One was lost en route, another wrecked in an accident on December 30, and on January 13, the two remaining aircraft were shot down intercepting Japanese bombers.

On February 1 all the Buffalos were ordered back to Java, 1-Vlg V at Semplak, 2-Vlg V and part of 3-Vlg V at Andir, and 3 Vlg IV (the OTU) at Tjilitan. Six aircraft from 3 Vlg V were hidden at a secret base at Ngoro. About half of the 71 B-339s had been lost. They flew missions against oil installations on Sumatra and Japanese troop convoys, taking no part in the air battles over Eastern Java in which the Curtiss squadrons were decimated, but on February 9 their turn came. Tjilitan was bombed, 3-Vlg.IV lost all its aircraft except four which managed to get off the ground, of which two were shot down. At Andir, 3-Vlg V had eight aircraft shot down, both units were disbanded, and their aircraft were passed to 2-Vlg.V. A pause followed while the Japanese regrouped, but from February 19 the surviving B-339s were in continuous action. On 23 February the 7 surviving aircraft were withdrawn to Ngoro, where they were reinforced by four ex-21Sqn RAAF B-339s, and by March 1, when Ngoro was discovered and bombed, about 12 were left. These were then moved to Andir, over the next week the Buffalos continued to fly sorties against the invading Japanese, but they could accomplish little amid the chaos. The last sorties were flown March 7, the day before Java fell, and although another B-339 was lost, two Japanese were claimed destroyed. Perhaps seven Buffalos were captured by the Japanese at Andir, several of which were removed to Japan.

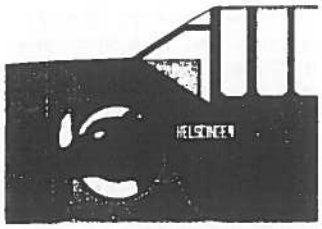


Dutch aircraft were painted with a standard pattern for each aircraft. Uppersurfaces were painted in a two-tone green camouflage with undersides in silver paint. Other sources give these colours as brown and green, however a wing from an ex-KNIL B-339-23 has been discovered in Australia, and the top colours are **Medium Green #42** (34092) and **Olive Drab #41** (34087). The same colours were used on the CW-21s, although the Hawk 75s were painted in Java using local paint. Surviving ground crew have stated that they too were painted in two shades of green, likely similar to the shades used on the other two types.

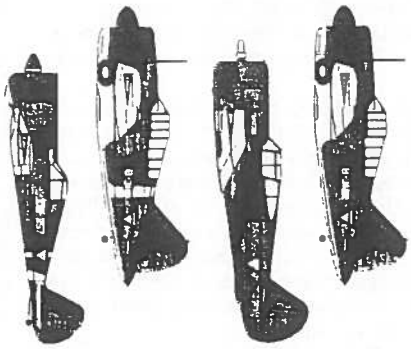
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Air Combat v3n3 May 1975, v3n4 Jul 1975, v4n1 Jan 1976, v5n1 Jan 1977
US Navy Carrier Fighters of WW2, Aerodata
'Buffalo in Action', Squadron/Signal
Thank you **Jim Maas** for helping with information

Inset showing placement of the "Java Rhinoceros", believed to be the squadron badge of 2 Vlg V, and position of the pilot's name on B3-110. The badge was carried on both sides of the fuselage of many KNIL Buffalos. Head is black on a yellow disk with white horn and details.

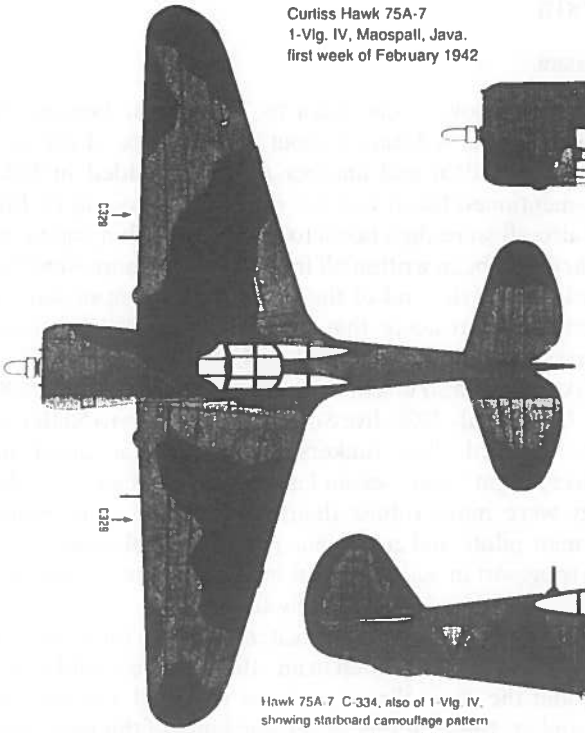


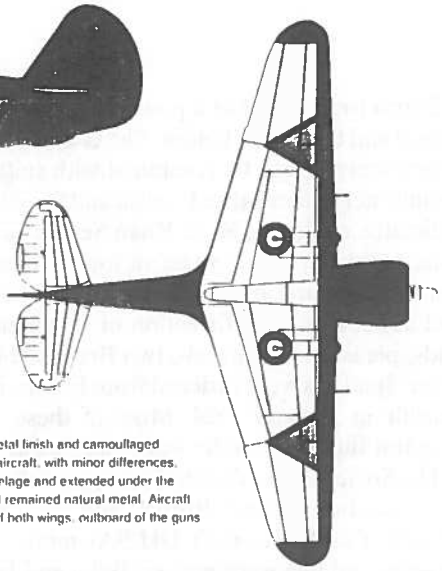
7008 - Netherlands East Indies Air Force
Curtiss Hawk 75A-7, CW-21B Demon
Brewster B-339D Eutfalo,
Aircraft Markings for the Modelling World



TALLY HO!
P.O.Box 2338, Sidney, B.C.
Canada V8L 3W6

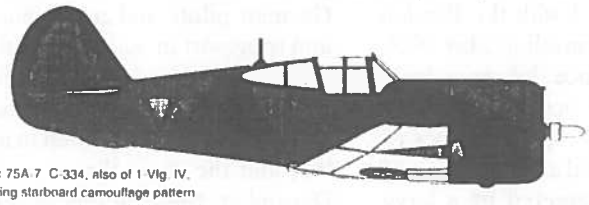
Curtiss Hawk 75A-7
1-Vlg. IV, Maospati, Java.
first week of February 1942





Modelling the Hawk 75A-7:
Venerable as it may be, Monogram's P-36 kit is still the nicest one available. Pity it is now only availabe from Revell Germany, and that it now costs thirty times what it did when it was released. A resin Cyclone nose, designed for the Monogram kit, is available from D.B.Conversions. Falcon make a canopy for the P-36/P-40B.

The Hawk 75s were delivered in a natural metal finish and camouflaged in Java. The pattern was the same on each aircraft, with minor differences, and the camouflage wrapped around the fuselage and extended under the wing edges. The bottom of the wings and tail remained natural metal. Aircraft numbers were applied on the leading edge of both wings, outboard of the guns.



Hawk 75A-7 C-334, also of 1-Vlg. IV, showing starboard camouflage pattern for these aircraft. Note the DF loop in place of the standard radio antenna.

The basic unit of the *Militaire Luchtvaart van het Koninkhjk Nederlands Indisch Leger* (ML-KNIL) was the group, or *Vliegtuiggroep* (Vlg.), which had two (or three) squadrons (*Afdeling*). Each squadron was then split into four-aircraft *patrouilles*, which is what tactics of the day required. The flights sometimes operated independently, e.g the B-339 flight sent to Ambon. In combat with the Japanese, the four plane formation was a disaster, since the enemy was per force granted a numerical advantage. These flawed tactics cost the Dutch, as well as the British and Americans, dearly.

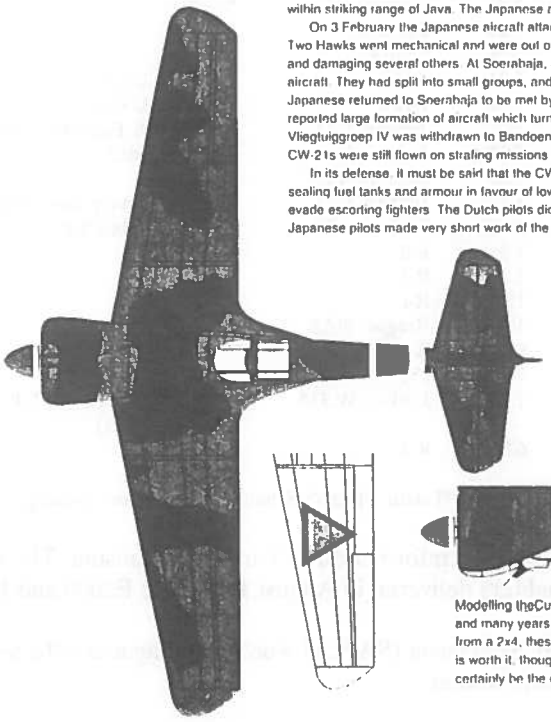
Modelbouw give a recipe for ML-KNIL colours, using 1972 Humbrol numbers:
Green: HB1 (RAF Dark Green);
Brown: 10 x 29 + 1 x 33 + 1 x 32
Grey: 5 x 34 + 1 x 27

The Dutch had ordered 20 Hawk 75A-7s and 24 CW-21Bs for use in the Netherlands, however the orders were taken over by the KNIL when Holland was invaded. The first Hawk 75s were shipped in April 1940, and on 1 August a *Jachtafdeling* was formed with 12 aircraft. This unit was redesignated 1-Vlg. IV in October, in anticipation of the arrival of the CW-21s, which came in February 1941 and used to equip the second squadron, 2-Vlg. IV.

When the war began, one flight of Hawk 75s and two flights of CW-21s were moved to cover the naval base at Soerabaja, two flights of Hawk 75s (8 a/c) were sent to Pakambaroe, Sumatra, and the remaining two flights of CW-21s were based at Tjilitan, near the capital of Batavia. There were no definite war plans, so the comander of the Sumatran 2-Vlg. IV detachment suggested a plan to bomb a railroad center in Thailand. On Dec 14 four aircraft left for Sengora, at the limit of the Hawk 75s range. Two aircraft collided on takeoff and of the remaining pair, one reached the target but was destroyed in a crash landing, and the last pilot lost his way, bombed another rail facility, and returned safely to base. In January the Hawks flew a couple of routine convoy patrols but saw no further action.
On January 15 Palembang was attacked and the Hawks and the CW-21s, with ten B-339s of 1-Vlg. V scrambled to intercept, but no contact was made. The British assumed responsibility for the defense of Sumatra on 22 January, and the Dutch fighters were recalled to Java. At the end of January, 12 Hawk 75s (8 servicable) remained with 1-Vlg. IV at Maospati with another four at the maintainance base at Andir. There were still 14 servicable CW-21s with 2-Vlg.IV, now based at Soerabaja where they had been joined by American P-40Es of the untried 17th Pursuit Sqn. By then Japanese aircraft were operational on Borneo and the Celebes, within striking range of Java. The Japanese attack, when it came, was directed against Dutch airfields, and the Curtiss fighters would feel the full fury of the assault.

On 3 February the Japanese aircraft attacked in strength. At Maospati, 8 Hawks scrambled to intercept 27 Ki-21s attacking the base, escorted by ten A6M2s. Two Hawks went mechanical and were out of the fight and four more were diverted to Soerabaja, also under attack, but the last two succeeded in downing a Sally and damaging several others. At Soerabaja, all hell had broken loose. Twelve CW-21s, the four Hawk 75s, and ten US P-40s intercepted numerous Japanese aircraft. They had split into small groups, and were massacred. Over Madras Island, 9 CW-21s, 3 Hawk 75s, and 3 P-40s fell to the Zeros. Two days later the Japanese returned to Soerabaja to be met by 7 P-40s, 4 CW-21s, and the last two Hawk 75s. The Americans took no part in the combat, flying off to intercept a reported large formation of aircraft which turned out to be B-17s. Both Hawk 75s and a CW-21 were shot down, with another damaged beyond repair. February 7, Vliegtuiggroep IV was withdrawn to Bandoeng with six repaired CW-21s, and three days later they traded in their aircraft for a dozen ex-RAF Hurricanes. The CW-21s were still flown on strafing missions until the end, with losses recorded as late as March 4, and the last flight took place on March 5.

In its defense, it must be said that the CW-21 was conceived as an ultra lightweight point defense interceptor, deliberately sacrificing such things as self sealing fuel tanks and armour in favour of lower weight and faster climb. The suggested tactics were to climb above the enemy, dive in to attack, and then climb to evade escorting fighters. The Dutch pilots did not do this: they elected to dogfight with the Zeros, hazardous in any aircraft, and the 20mm cannon of the veteran Japanese pilots made very short work of the Demons.





Curtiss-Wright CW-21B Demon
2-Vlg. IV, Tjilitan, Java, December 1941.
CW-357, flown by a pilot named Hermans, has unusual white striping on the rear fuselage with the pilot's name on both sides of the fuselage. CW-359 has the more conventional markings.



Modelling the Curtiss Wright CW-21 Demon. Aviation Usk distribute a resin kit, and many years ago Rareplanes produced a vacuform kit. Short of carving one from a 2x4, these are the only possible ways to get one on your shelf. The effort is worth it, though, since the CW-21B is a very unique aircraft, and you will almost certainly be the only one on your block with a model of one.

The triangle national markings and orange rudder were introduced in 1939 after the war in Europe began. In mid 1940 the upper wing markings and rudder were painted out, and on 24 February 1942 the orange triangles were officially replaced by the Dutch national flag. The flag marking was initially applied on the fuseage and under the wings, and became the standard national insignia until after the war. The Buffalo has frequently been illustrated with the flag type national markings, based on a photograph widely circulated by the Japanese of aircraft captured at Andir. This style of insigina would not have been applied until the last days of its use by the ML-KNIL. *TALLY HO!* #7137 features markings for P-40N and B-25 aircraft used by the Dutch after the fall of the Dutch East Indies, and also B-339s from the final days on Java.

LITTLE KNOWN AIR FORCES OF THE 1920s

Part 2: Persia

Lennart Andersson

Persia found itself as a pawn in the political game between England and the Soviet Union. The country's strive after national sovereignty had to be combined with suitable steps in order to counteract or neutralize English and Soviet influence. In 1922, the dictator of Persia, Reza Khan Serdar Sepeh, later Shah of Persia, decided to establish an air force. Some sources state that a Czech Aero aircraft was obtained, but no details have been found about this. (Confirmation or comment from our Czech friends, please!). Six aircraft, two Breguet 14s, two Potez VIIs, and two Spad 42s were ordered from France in 1923 and arrived at Bushir in January 1924. Most of these machines crashed during test flights or on the way from Bushir to Teheran.

The Soviet Union decided to support the Persian Air Force as a precaution against British, and to some extent, French influence. Two Soviet-built DH 9As marked with the Persian state arms and flag were sent via Baku and Enseli in May 1924. These aircraft were, in fact, British-made since deliveries from Soviet production (R-1 copies) had yet to begin. They were test-flown at Enseli and formally accepted by representatives of the Persian Ministry of War. When they arrived at Kabul, piloted by Vasil'chenko and Lozovsky, they were greeted by a large crowd, including Reza Khan. Another three DH 9As were delivered by boat to Enseli.

On 21 and 22 May, two Junkers F 13s arrived, flown by the Germans Walter Wasserthal and Robert Mossbacher. These F 13s had been fitted with a machine-gun turret in the cabin roof by the Junkers factory at Fili. Three of the German personnel remained in Persian service. Three days later, the new air force was demonstrated to Persian and foreign officials and others at the aerodrome.

A third Junkers F 13 was obtained from Junkers Luftverkehr at Teheran in 1926, and a pair of two-seat Junkers A 20s were acquired in 1925. The first, which was registered CH130, left Switzerland as a floatplane on 18 December and arrived at Teheran on 27 January 1925 after a change to wheels in Turkey. This aircraft was accepted by the Persian Air Force in March. A second A 20 took off from Berlin on 25 October 1925 for delivery via Moscow.

On 7 July 1924, a 'Junkers dual-control aircraft' arrived at Teheran by road from Enseli. Several offers were received by the Persian Government in the spring of 1925 for Fili-built Junkers H 21 two-seat reconnaissance aircraft. A photograph taken at Teheran airport in 1925 or 1926 shows a Junkers H 21 standing inside a hangar, but no details are known about the service of this aircraft. It was also rumored in the autumn of 1928 that four ex-Soviet H 21s had been purchased, but this has not been confirmed. A Breguet 19 was acquired and flown from France to Teheran by General Nachichevan, the head of the air force.

In 1925 a number of Persian officers were sent to a flying school in Moscow. In August, Reza Khan asked the Soviet Union to supply three warplanes in order to make possible the return to Teheran by air for a similar number of the new pilots. After negotiations, three R-ls were ordered on 16 December 1925. They were flown from Baku to Teheran in January 1926 by Persian pilots. A total of about six machines of this type was supplied in 1926 and another five were added in 1928. The last-mentioned batch was unloaded at Pahlavi on 19 June and the aircraft were then flown to Teheran. Within one month two of them had been written off in crashes, and more went the same way later. By the end of the year the shortage of war-capable aircraft was so acute that General Nachichevan planned to charter civil aircraft from Junkers Luftverkehr in Persia. One of the A 20s had also crashed but was repaired in May 1928.

During July 1928, five Soviet-built U-l (Avro 504K) trainers were received. Two Junkers W 33s were acquired and the delivery flight from Dessau lasted from 22 June to 3 July 1929. They were more robust than the R-ls and were used (with German pilots and mechanics) for reconnaissance, bombing, and transport in action against insurgents. On 22 June 1930, six more R-1s arrived at Pahlevi by ship.

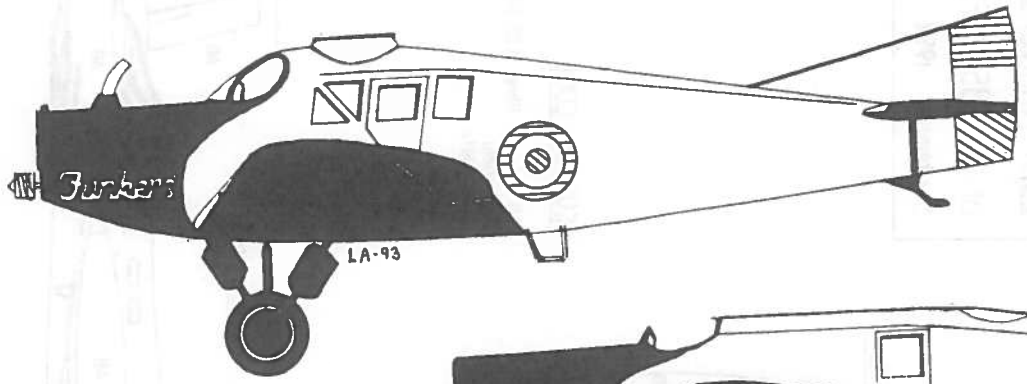
Three Polikarpov R-5s visited Teheran on a sales tour in 1930. They performed well in an official contest held in September, and the same three machines returned a second time in December. Negotiations for ten machines of this type continued into 1933, when an order was signed and delivery was effected in October that year. For some time there were plans to fit remaining R-ls with American engines, but this project was probably not realized. British aircraft were ordered instead and Soviet influence in Persia (later renamed Iran) decreased.

Qty	Date	Type	Notes
1	1923	Aero	Not confirmed
2	1.24	Breguet 14	*
2	1.24	Potez VIII	*
2	1.24	Spad 42	*
2	5.24	DH 9	From the USSR
3	5.24	DH 9	From the USSR
2	5.24	Junkers F 13	c/n 675, 676. From the USSR
(1)	7.24	Junkers H 21	Not confirmed
1	3.25	Junkers A 20	ex-CH130
1	8.25	Junkers F 13	c/n 614. Delivery date not confirmed
1	10.25	Junkers A 20	c/n 881, marked 'I-P'
2	1.26	R-1	
1	1.26	R-1	
3	1926	R-l	
1	1926	Breguet l9A2	
5	6.28	R-1	
5	7.28	U-l	
2	7.29	Junkers W 33d	c/ns 2546, 2549, s/ns J7, J8 (later 10, 11, 35)
6	6.30	R-1	

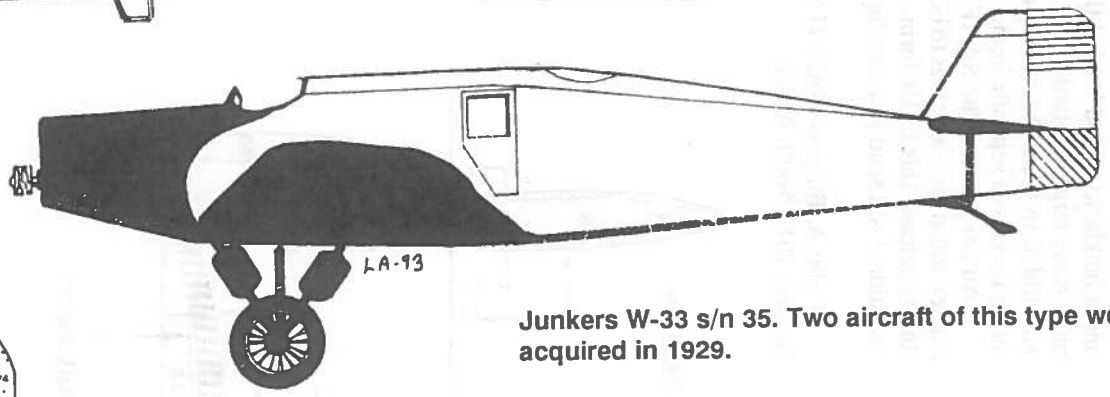
* s/n 1 to 5, named 'Takdir', 'Eqab', 'Schahin', 'Humai' and 'Simurg'

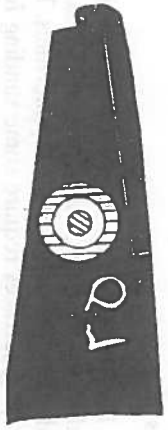
Additional information to Part 1 Afghanistan. The Bristol F2B Fighters delivered in August 1924 were E2600 and F4733.

Lennart Andersson (SAFCH #68), Tiundagatan 52B, S-752 30 Uppsala, Sweden.

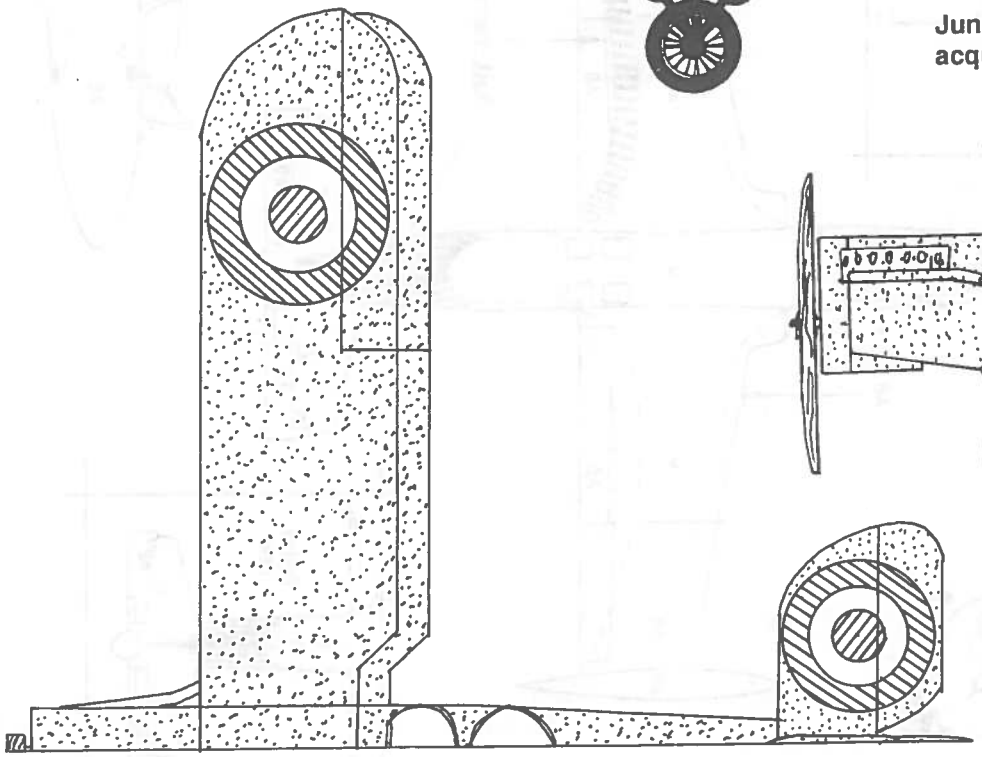


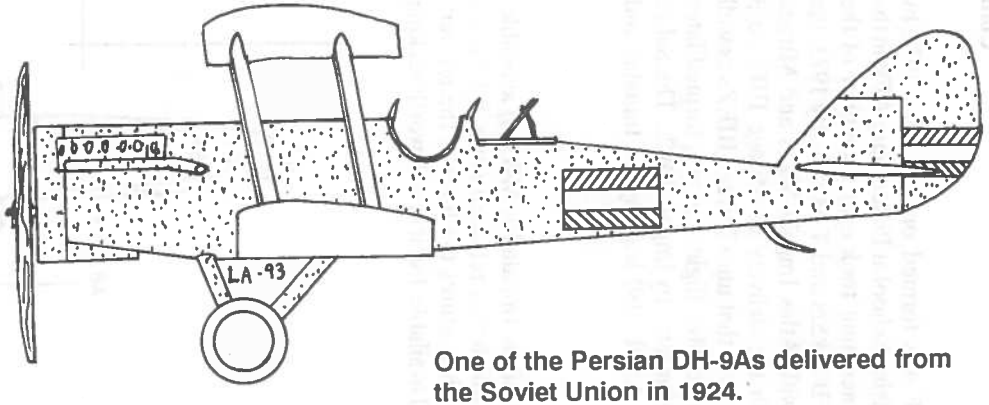
Two Junkers F-13s were supplied by the Soviet Union. Markings are guesswork based on low-quality illustrations and are not confirmed.





Junkers W-33 s/n 35. Two aircraft of this type were acquired in 1929.





One of the Persian DH-9As delivered from the Soviet Union in 1924.

SOUTH AFRICAN AIR FORCE 85 ADFS's IMPALA Mk I

Colin Burgess

Unit History

The 85 ADFS SAAF was formed on 1 August 1972 by renaming the Advanced Flying School at Pietersburg AFB in the Northern Transvall. The new unit took over a number of the remaining DH Vampire FB Mk52s and T Mk55s. By 1973, the unit was fully equipped with Atlas Impala Mk1s and Mirage IIIDZs. During 1975, with the delivery of Mirage IIIEs to 3 Squadron, 85 ADFS took over that units Mirage IIIEZs as well as the new IIID2Zs. A Sabre Mk6 flight was also formed later that year and followed a year later by Impala Mk2s. The Sabre Mk6s were withdrawn in April 1980 leaving the Impalas and Mirages.

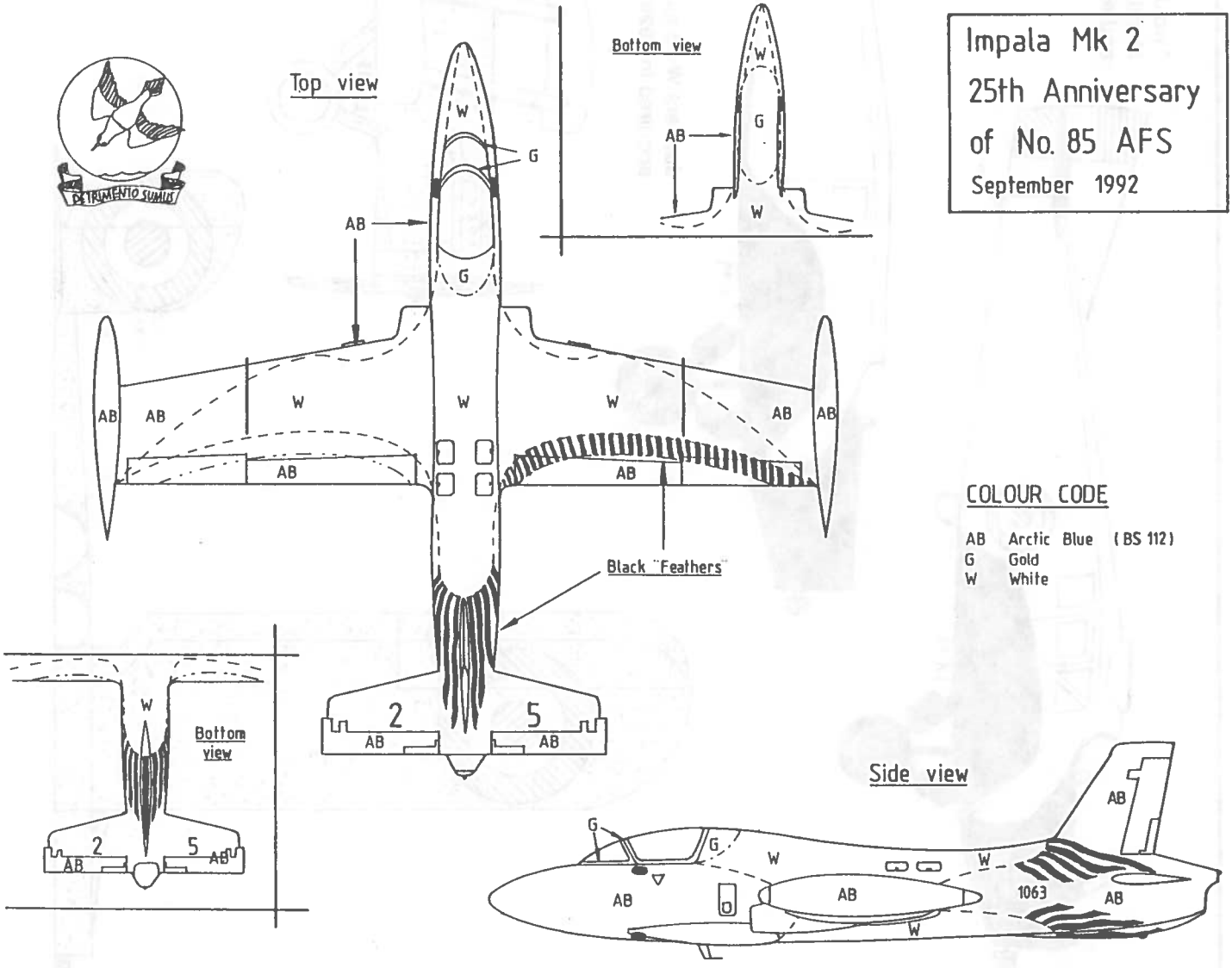
Modeling

There are two models of the Impala (or MB326) available. The ESCI 1/48-scale kit, which was released some 8-10 years ago, is a very good kit which captures the lines of the a/c very well. I'm not sure if it is still available, but it is well worth seeking out.

The 1/72-scale by Aeroclub was originally issued with a vacuformed fuselage, but is now available with an injection-molded fuselage with subdued panel lines. The trailing edges of the flying surfaces require some sanding for a more scale appearance. The rest of the kit is made up of white-metal parts including the ejection seats; all very finely molded. This kit is of an Impala Mk2 and will require the aft canopy to be painted over and a bulkhead added behind the front seat. The SAAF's Impalas carry larger tip tanks. The ESCI kit's tanks will require 2 mm added to their width; Aeroclub happily make a set of the larger tanks as a separate item.

[Author's note: The SAAF has selected it's new primary trainer and at last call it was to be the Pilatus PC7. Aeroclub are due to release this in kit form. As soon as a color scheme is available, I will send you drawings and a kit review.]

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SAAB 105/Sk 60, 1/72-scale, injection-molded kit by Marivox. £7.50

[Editor's Note: The following review was provided by Ted Burnett of the IPMS-UK Swedish Airforce Special Interest Group (SIG). For more information about this SIG see the 'Abstracts' section of this issue of SAFO and write directly to Ted.]

This long awaited kit of the two seat trainer, reconnaissance/strike, and liaison aircraft is now available from the main model shops and mail order dealers.

The kit is very comprehensive in that it includes, among its 133 grey plastic parts, three alternative noses to enable either the round-nosed Sk 60A, B, D, or Austrian Air Force Saab 105O; or the extended camera-nosed Sk 60C; or the Saab 105 demonstrator, to be built. Two ejector seats for the main types, or four ordinary seats for the Sk 60D liaison version.

The decal sheet provides markings for no less than six Swedish and three Austrian Air Force aircraft. These are a camouflaged Sk 60B, '78', of the SwAF aerobatic team Team 60 based at F 5 Ljungbyhead; a natural metal Sk 60A trainer, '03' of F 5 Wing Ljungbyhead; a camouflaged Sk 60C photo-reconnaissance '15' of F 21 Wing, Lulea; a similar aircraft, '21' of F 5 Wing; an Sk 60B '06' of F 21 in winter camouflage of dark green and white; the colorful civil registered demonstrator SE-XBZ. The Austrian Saab 105O aircraft are all in natural metal, they are 'blue E' of the Austrian Air Force Karo-AS Aerobatic Team, 'green G' of 2/Jabo; and 'blue A'. In addition to the national insignia of both countries, dayglo-red decal is provided for aircraft of the SwAF. The decals are of a high quality, printed by Techmod, and are in register and the colors appear to be spot on. Although, for us enthusiasts, I would have liked to see the decal sheet include the fine yellow line that is on the wing trailing edge forward of the flaps and ailerons, and all the various warning stencilling.

A comprehensive range of underwing stores is supplied: two 30-mm ADEN cannon pods, twelve 13.5-cm rockets, and six 14.5-cm rockets. The various versions have been fitted with different radio fits and there are no less than nine aerials in the kit, different parts for the engines, and it would be possible to separate the thrust deflectors on the Swedish aircraft and glue them in the open position (80 degrees), and an access ladder for the Austrian 105O is included. Optional parts are provided so that the airbrakes may be either in or out, and there are eleven clear plastic parts including separate windscreen and canopy. Separate flaps, elevators, and rudder are included. So study the exploded drawings and decide clearly which version to build.

Construction of the model needs care to start with. The fuselage halves are somewhat delicate before they are joined, and it is, at this early stage, that a problem is encountered. If the kit is assembled as per the instructions, the ejector seats stick out of the cockpit by 2 or 3 mm, so the canopy would not close. On the two models I have built so far, I have narrowed the floor to 10-mm wide at the rear and 9-mm at the front so that the floor fits as low as possible in the aircraft. Also, I sanded off as much as possible from the bottom of each seat and reduced the height of parts 32. If the four seater is built, this problem does not arise. Care needs to be taken in fitting the small side windows, and the clear camera nose for the Sk 60C needs a little sanding to fit. The instructions are not clear as to where certain parts are attached; for example, part 47 is a trim flap which is attached to the upper surface of the right wing between the wing fences. As the national insignia goes over most of this trim flap, I recommend use of decal softener here. Take care not to remove the locating pins on the undercarriage parts when detaching them from the sprue. The fit of parts is quite good, only a touch of filler needed around engine nacelles and air intake/wing join. The kit is highly accurate when compared to Aviation News Plans and drawings from Sweden. Some components are molded with flats on them, the control columns, pitot heads, and some aerials, so it is best to work on rounding these components while they are still attached to the sprue. Some surface detail needs adding; the ailerons need light scribing, the nosewheel area could be improved by the addition of very thin stays to the mudguard and the nosewheel-well boxing in after adding weight in the nose.

When finishing the aircraft, the painting instructions are not adequate. Although there is a list of colors with Humbrol and some Xtracolor paint numbers quoted, reference has to be made to the box art, and it is not clear which colors are used on which aircraft. (Yes, there are quite a lot of people who are color blind). For example, these small color illustrations show the Austrian aircraft as white, whereas they are aluminium. If any assistance is needed I have received detailed drawings depicting the individual color schemes from Marian Gorecki of Marivox Models. If you have a query, please indicate which of the color schemes you need clarifying, and enclose an SAE or IRC.

This kit is very welcome as it is so much better than the previous vacuformed kit from Arne Andersson and the Pegasus limited run kit. Both air forces are currently using the aircraft, and the SwAF is committed to a re-engining program which will extend the life of its Sk 60s to the year 2010. The best test of any kit is "Would I buy and build another? With so many optional parts, decal options, and reasonable price, the answer has to be "Yes!" several more.

References: (1) Flygplans-Ritningar No.1 (Trainers) and No.3 (Attack). (2) Aviation News Plans No.5/20. (3) Small Air Forces Observer #44. (4) IPMS UK Magazine 5/92. (5) Bjorn Kristiansen's drawing of a four-seater from Kontakt No.33. (6) Aviation News 21/14 has a comprehensive 5 1/2 page article on the Sk 60. (7) SIG Newsletter No.12 features a drawing of the splinter camouflaged Sk 60C.

Decal Sheets: (1) The first sheet produced by Flying Colors Aerodecals was a neat little sheet for Sk 60A '116' of Team 60 in 1986. The sheet was printed only in yellow, but included the stencilling and fine yellow lines for the wing upper surface in addition to the F 5 Wing yellow Eagle. An excellent placement sheet was included. Unfortunately, this decal sheet is no longer available. (2) Reklam Form AB also produce a small decal sheet in their Special Decals range of the Team 60 tail-fin emblem. The price is SEK 30 including European post; their address is Runebergsv. 31, S 802 67 Gavle, Sweden.

The Saab 105 Demonstrator, SE-XBZ is currently on display at the Flygvapenmuseum, Malmen, (Near Linkoping), Sweden. I am not aware of any other Sk 60 on display at any other museum, but I believe that at least one is based at Flygvapnet bases.

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MILES MARTINET TT IA: 1/72-scale, resin & white metal kit by Magna Models. £16.99

[Editor's Note: The following review was provided by Ted Burnett of the IPMS-UK Swedish Airforce Special Interest Group (SIG). For more information about this SIG see the 'Abstracts' section of this issue of SAFO and write directly to Ted.]

This wooden two-seater was developed specifically for the target tug role from the Miles Master Trainer. As a total of 1724 Martinets plus 66 Queen Martinet target aircraft were built it is remarkable that this aircraft has been overlooked for so long by kit manufacturers. The aircraft served widely throughout the RAF and Fleet Air Arm, and in the air corps of Eire, and air forces of Portugal and Turkey. Eight were operated as target tugs with civil registration in Sweden between 1947 and 1951.

The kit consists of 10 resin and 13 white-metal parts, two vacuformed canopies and landing light covers (one spare set). The very comprehensive, clear instruction sheet shows an exploded view of the parts, construction sketches, and drawings for 6 color schemes and markings of aircraft from RAF Germany, RAF Hawkinge, FAA India, FAA St Merryn, Irish Air Corps Gormanston, and Svensk Flygtjanst A.B., Stockholm. No decals are provided.

The parts are quite well molded, the only work needed is the usual preparation of parts such as removing surplus resin from the ends of components and sanding the mating surfaces. The right hand fuselage side in my kit was very slightly thicker than the left and, by comparison with several drawings, I feel that the fuselage should be wider by some 3 mm at the front where it joins the engine. (My kit was one of the early ones and Martyn Gomm intends to correct this in future.) The fuselage is molded in two halves enabling the cockpit to be fitted out (no parts for this are provided), then the engine, which is very neatly molded integrally with the cowling, is attached. The model is generally very accurate when compared to Aviation News plans and drawings of the Swedish target tug by Fritz Niklasson, and I like the sharp trailing edges. Inscribed panel lines are minimal as one would expect from a plywood skinned aircraft. A white-metal propeller is now provided instead of the original resin one in the early kits.

The propeller for the winch is supplied as a blank and the 4 blades need shaping and twisting slightly to the right pitch angle.

This kit is a very welcome addition of a type which is so often overlooked by manufacturers - and modelers. It is generally accurate, captures the shape of the original, is well presented, builds quickly and easily, and is recommended. The kit is obtainable direct from Magna Models at 4 Brian Close, Sandford, Wareham, Dorset, BH20 7BJ, England, and is stocked by the larger model shops and mail order dealers in the U.K.

A review in greater depth, with a history of the Martinet's Swedish operation may be obtained from the Swedish Air Force SIG.

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Sukhoi Su-9B, 1/72-scale, injection-molded kit. UNDA, Moldova.

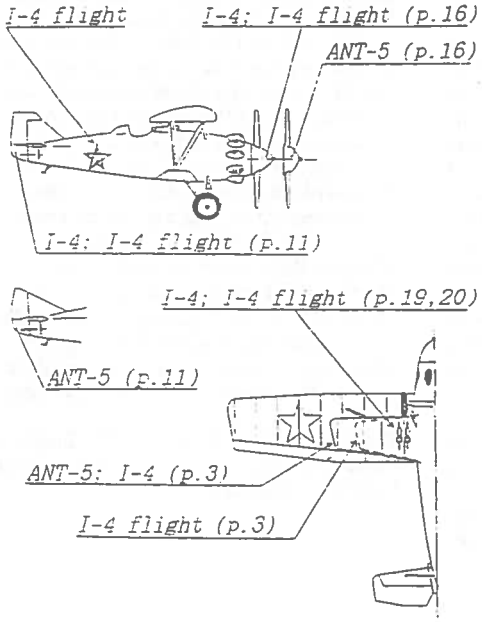
A new company, UNDA in the Republic of Moldova, has recently released three kits of Soviet aircraft. The first is the Su-9B delta-wing interceptor. The 55 + parts in this kit are crispy molded on four sprues of dark blue plastic and one of clear

plastic. The inscribed surface detail is clean and straight. The interior consists of 12 parts, including a 3-part ejection seat. All auxiliary inlets are molded as separate parts which will make opening them up easier. The landing gear struts are finely molded and may be a little on the fragile side. Particularly impressive is the sharp leading edge of the nose intake. Two canopies are provided, one closed and one open. Both are a little on the thick side.
The instruction sheet consists of a drawing of the sprues with the parts numbers (invaluable considering the great number of parts) and exploded construction drawings. There is no 3-view drawing and no decals are included with the kit. The only information on a color scheme is the painting on the box cover which shows aircraft 'blue 14' in a natural-metal finish with red stars. Painting and decals should be no problem for anyone you has built even a few models of Soviet jet a/c.
The UNDA Su-9B will make a nice companion for your KP Su-7BKL.

Sukhoi Su-25UB, 1/72-scale, injection-molded kit. UNDA, Moldova.
A second kit from Moldova is the two-seat version of the Su-25 Frogfoot. Except from being molded in light grey plastic, this kit shares much in common with the Su-9B review above. The molding of the parts and the engraved surface detail are excellent. The great number of parts can be intimidating until it is recognized that most parts are for the underwing stores. The are 10 underwing pylons with more than enough fuel tanks, bombs, air-to-air missiles, and air-to-ground rockets to go around. The big, two-place canopy is clear, but a little too thick.
The instruction sheet contains the invaluable parts diagram and exploded construction diagrams. Once again, there are no decals and no color schemes except for the cover painting of red '29' in camouflage and carrying red stars.
Another nice kit from Moldova and a nice companion for your KP Su-25K.

Mil Mi-4/4M, 1/72-scale, injection-molded kit. UNDA, Moldova.
The most recent kit (or rather kits) from Moldova are for two versions of the Mi-4: land and sea. At first glance, these two kits appear to be identical except for the color of the plastic (deep blue for the naval version and a light green for the the land version) and the inclusion of third sprue for naval equipment in the kit for the naval version. However, closer examination reveals subtle differences, so be sure to obtain the correct kit for the version you want to build.
As with the other new UNDA kits, these kits are well molded with nicely inscribed surface detail and the number of parts is again mind boggling. The naval version includes floats, nose radar, a MAD bird with it winch, and sonobouys. The clear parts are well done except for the bulged side windows which, being flat on one side, act as a convex lens. The only sour note in all these UNDA kits are what is supposed to be the seats for the Mi-4. This may be someone's idea of a joke, at least I hope so, for the seats consists of a corpulent caricature of a pilot to which you attach a tiny head. Oh well, it shouldn't be too hard to scratch-build replacement seats. Can anyone provide drawings of Mi-4 seats for publication in SAFO?
The instruction sheet contains the usual parts diagram and exploded construction views. There are no decals, and, since the kits I receive did not come in boxes, you are on your own when it comes to color schemes. There are not many references out there. TBU (Polish Profile) #75 covers the land version pretty well, but I can not come up with anything on the naval version. A SAFO article, anyone?
This reviewer has not had a change to see the new KP kit of the Mi-4, so comparison is not possible at this time.
[Editor's note: If you buy your Mi-4 kit from the SAFCH Sales Service, BEWARE. All our kits came with instructions for the naval version, so, if you buy the land version, you'll be on your own for the details. Perhaps one of our member with instructions for the land version can send me a copy so I can make copies to include with the kits.]

ANT-5/I-4/I-4 Flight, 1/72-scale, injection-molded kit. Nakotne, Brivibas str. 299, LV-1006, Riga, Latvia.
The long-awaited injection-molded kit of the Tupolev I-4 has finally arrived from Latvia, and it's a great kit - almost. Molded on two sprues of dark-grey plastic, the 29+ parts are flash free and crisp. Unfortunately, the surface corrugations are much too heavy, but this should discourage only the most fastidious of modelers. The interior is simple with an instrument panel, floorboard, a 'Frog-like' seat, rudder pedals, and control stick. Installing the wing struts and undercarriage legs may be a problem since the lower wing seems to to a few holes short: There are no holes in the upper surface of the bottom wing for locating the wing struts, and, while the lower surface of the bottom wing has four holes for the optional bomb racks, there are no holes for anchoring the landing gear legs. The experience biplane modeler will be able to figure out where everything go. (I wish all kits of biplanes would adopt the engineering used on the Monogram 1/72-scale biplanes to provide positive alignment of cabane struts and landing gear legs.
Alternate parts are provided for building one of three versions: The ANT-5 prototype (exposed engine cylinders, triangular vertical tail, & blunt propeller spinner), the I-4 production model (individually-cowled engine cylinders, squared-off vertical tail, & pointed propeller spinner) with optional bombs and experimental over-wing rocket installation, and the I-4 Flight (as the I-4 except for a smaller lower wing). The I-4 Flight was designed to be carried atop the wing of a TB-1 heavy bomber. The decal sheet provides an instrument panel, 4 red stars, and the white numbers '2' and '6'. The instruction sheet is simple. While sufficient for construction, it fails to clearly specify the colors and markings of each type. The I-4 and I-4 Flight appear to have been dark green over blue with the '2' on the rudder of the I-4. Is the '6' for the I-4 Flight?. On the I-4, the red star was carried only on the lower surface of the top wing, while the I-5 Flight also carried red stars on the fuselage. From the cover painting, it appears that the ANT-5 was natural metal overall and that it was devoid of any markings.
All versions of the I-4 had few rigging wires. None are shown on the instructions, but the cover painting shows wires between the cabane struts and between the landing-gear legs.
The Nakotne kit of the I-4 is a most welcome addition to any collection of 'between-the-wars' models. But, you will have to consult your references if you want to get the rigging and markings correct.



Bf-109F, 1/72-scale vacuform kit. Russian (address unknown).
From a heretofore unknown Russian company, comes two very nice vacuform kits of German a/c. The Bf-109F comes on a single sheet (14 cm by 20 cm) of white styrene which is a little thinner than I prefer, but with cleanly inscribed surface detail. The tires even have spokes and tread detail. The interior is well represented with floor board, side panels, seat, and instrument panel. Everything look useable, although replacement of the landing-gear struts and propeller by something from the spares box will save a little work. Optional external stores include a drop tank, a bomb, and pod-mounted machine guns. The molding for the canopy is clear and very crisp.
The instruction sheet is in Russian, but the exploded construction drawings is well done and self explanatory. Excellent color-scheme drawings are provided for the 4 German a/c covered on the decal sheet. Colors are specified by their RLM numbers. The decals sheet provides national insignia (including swastikas), 4 different Geschwader insignia, individual insignia and markings, and stencilling. The decals are fairly well printed but there is a little fuzziness around the edges and registration is not perfect.
While this kit falls a short when compared to the best vacuform kits, it is a nice kit that should be fun to build. I'll leave it to the "109 experts" to discuss the accuracy of this kit compared to other kits of the '109F'.

Ju-87B, 1/72-scale vacuform kit. Russian (address unknown).
This kit comes from the same people who did the 109 reviewed above. As such, most of the above comments hold except this kit is done on two sheets of styrene. It has the same nice engraved surface detail and tread on the tires which, incidentally, are molded separate of the landing-gear pants. The interior is less complete with no side panel which is a pity considering the open expanse of the canopy. The fixed landing gear and a one-piece propeller should make it unnecessary to raid the spares box. The canopy is not a crisp as for the 109, but it is still acceptable.
The instruction are, once again, self explanatory and color-scheme drawings are given for two a/c: 'S2+BC' and 'T6+EK', with colors denoted by RLM numbers. The decals sheet provides crosses, swastikas, and unit insignia for both a/c.
This is another nice vacuform kit that should be fun to build. [Editor's note: Both these vacuform kits are available from the SAFCH Sales Service.]

Serial Numbers of F-100A/RF-100A/F-100F in Republic of China Air Force Service

W. Yip

In early August of 1958, a RoCAF RF-84F spotted movement of combat formation into the airfields in Red China's Fukien Province facing Taiwan. On August 18 1958, Red China artillery commenced the bombardment of Quemoy, an island just off the coast of mainland China but was under the control of the Nationalist China Government. Formations of MiG-17 also began to appear over the Formosa Straits. On August 29 1958, Red China announced an impending invasion of Quemoy and the liberation of Taiwan. This prompted the US to reinforce Taiwan and set the scene for a wave of arm supplies to the Nationalist China. On the list were the F-100 Super Sabre fighter bombers intended to supplement the F-84G fighter bombers that were supplied to Taiwan in 1953 and 1954.

Between February and May of 1960, 80 ex-USAF F-100As were supplied to RoCAF to equip one fighter-bomber wing. These Super Sabres were brought up to F-100D standard before delivery to RoCAF. The armament included 4 fuselage mounted GE built 20-mm. M-39E cannons and a series of underwing pylons capable of accepting drop tank to bombs and missiles. In RoCAF service, these Super Sabres retained the same paint scheme as in USAF which was silver lacquer with the after section of the fuselage in bare metal. The RoCAF Super Sabres also retained their USAF serial numbers on the tail fin. The RoCAF national insignia was a 12-point white star on a deep blue circular background. The insignia was applied to both sides of the fuselage and the top side of both wings. The fin flash included 6 sets of deep blue and white strips painted on the rudder. RoCAF also applied its own code to the fuselage and the tail fin of the Super Sabres. For this first batch of Super Sabres, the RoCAF code ranged from 0101 to 0180.

USAF serial	RoCAF Code	USAF serial	RoCAF Code
53-1529	0101	53-1655	0141
53-1530	0102	53-1656	0142
53-1537	0103	53-1657	0143
53-1539	0104	53-1658	0144
53-1540	0105	53-1664	0145
53-1549	0106	53-1665	0146
53-1584	0107	53-1666	0147
53-1593	0108	53-1667	0148
53-1595	0109	53-1668	0149
53-1605	0110	53-1669	0150
53-1608	0111	53-1670	0151
53-1609	0112	53-1671	0152
53-1610	0113	53-1672	0153
53-1611	0114	53-1673	0154
53-1613	0115	53-1675	0155
53-1614	0116	53-1676	0156
53-1616	0117	53-1680	0157
53-1618	0118	53-1681	0158
53-1619	0119	53-1682	0159
53-1621	0120	53-1683	0160
53-1622	0121	53-1685	0161
53-1623	0122	53-1686	0162
53-1624	0123	53-1687	0163
53-1627	0124	53-1689	0164
53-1628	0125	53-1690	0165
53-1630	0126	53-1691	0166
53-1631	0127	53-1692	0167
53-1632	0128	53-1693	0168
53-1633	0129	53-1695	0169
53-1634	0130	53-1696	0170
53-1635	0131	53-1697	0171
53-1638	0132	53-1698	0172
53-1640	0133	53-1699	0173
53-1643	0134	53-1700	0174
53-1645	0135	53-1702	0175
53-1646	0136	53-1703	0176
53-1648	0137	53-1704	0177
53-1649	0138	53-1705	0178
53-1650	0139	53-1706	0179
53-1653	0140	53-1708	0180 (NOTE 1)

Preceding the delivery of F-100A fighter bombers, 6 ex-USAF F-100Fs were supplied to RoCAF in August of 1958 as conversion trainers. The F-100F was a tandem two-seat version of the Super Sabre designed to have the capability as tactical fighter-bomber as well as proficiency trainer. The armament included two 20-mm M-39E cannon and external ordance load of 6000 lb.

The serial numbers of the 6 F-100Fs supplied to RoCAF are as follows:

USAF serial	RoCAF Code
56-3968	0001
56-3977	0002
56-3978	0003
56-3979	0004
56-3987	0005
56-3988	0006

Also between December 1958 and May 1959, 4 RF-100As, converted from ex-USAF F-100As, were supplied to RoCAF. In RoCAF service, the RF-100As were used for high speed reconnaissance with all the armament deleted. In all, 6 ex-USAF F-100As were modified by North American Aviation under Project "Slick Chick" to RF-100A. The distinct feature was the noticeable bulged bay in the forward fuselage underbelly with optically clear glass panel to house 5 aerial cameras.

The serial numbers of the 4 RF-100As supplied to RoCAF are as follows :

USAF serial	RoCAF Code
53-1545	5645
53-1546	5646
53-1547	5647
53-1554	5648

Due to heavy attrition, in late 1970 and early 1971, 38 more ex-USAF F-100As were supplied to RoCAF. (Note 2) These Super Sabres were also reconditioned by North American Aviation to approximately F-100D standard.

USAF serial	RoCAF Code
53-1535	0201
53-1536	0202
53-1538	0203
53-1541	0204
53-1542	0205
53-1543	0206
53-1550	0207
53-1555	no information
53-1560	no information
53-1561	0211
53-1563	no information
53-1565	no information

53-1569	no information
53-1570	no information
53-1571	no information
53-1577	no information
53-1581	0302
53-1582	no information
53-1583	no information
53-1589	no information
53-1594	no information
53-1596	no information
53-1598	no information
53-1601	no information
53-1602	no information
53-1603	no information
53-1604	no information
53-1606	no information
53-1612	no information
53-1615	no information
53-1620	no information
53-1625	no information
53-1626	no information
53-1637	no information
53-1639	no information
53-1642	no information
53-1651	no information
53-1662	no information

Acknowledgement: The finding of this research project was not from any official RoCAF source. The source of information was from the individual aircraft record card from the USAF Historical Research Agency in Maxwell AFB and from photos of F-100 in RoCAF's markings. Despite of this fact, the author has enough confidence of the accuracy of the information for publication. Special thanks to Mr. D. Menard of the Air Force Museum and Mr. A. Difante of the AF Historical Research Agency for their help in answering my letters. The author welcomes any correction, comment or additional information related to the Super Sabre in RoCAF service. Please write to 535 Diana Place, Arroyo Grande CA 93420 USA.

NOTE 1: A photo of F-100A in RoCAF markings in Detail & Scale, Vol 33, showed that this plane carried a RoCAF Code of 0021 instead of 0180. The author speculated that this Code was carried when the plane was assigned for special testing. The author would like to learn more about this if any reader has any additional information.

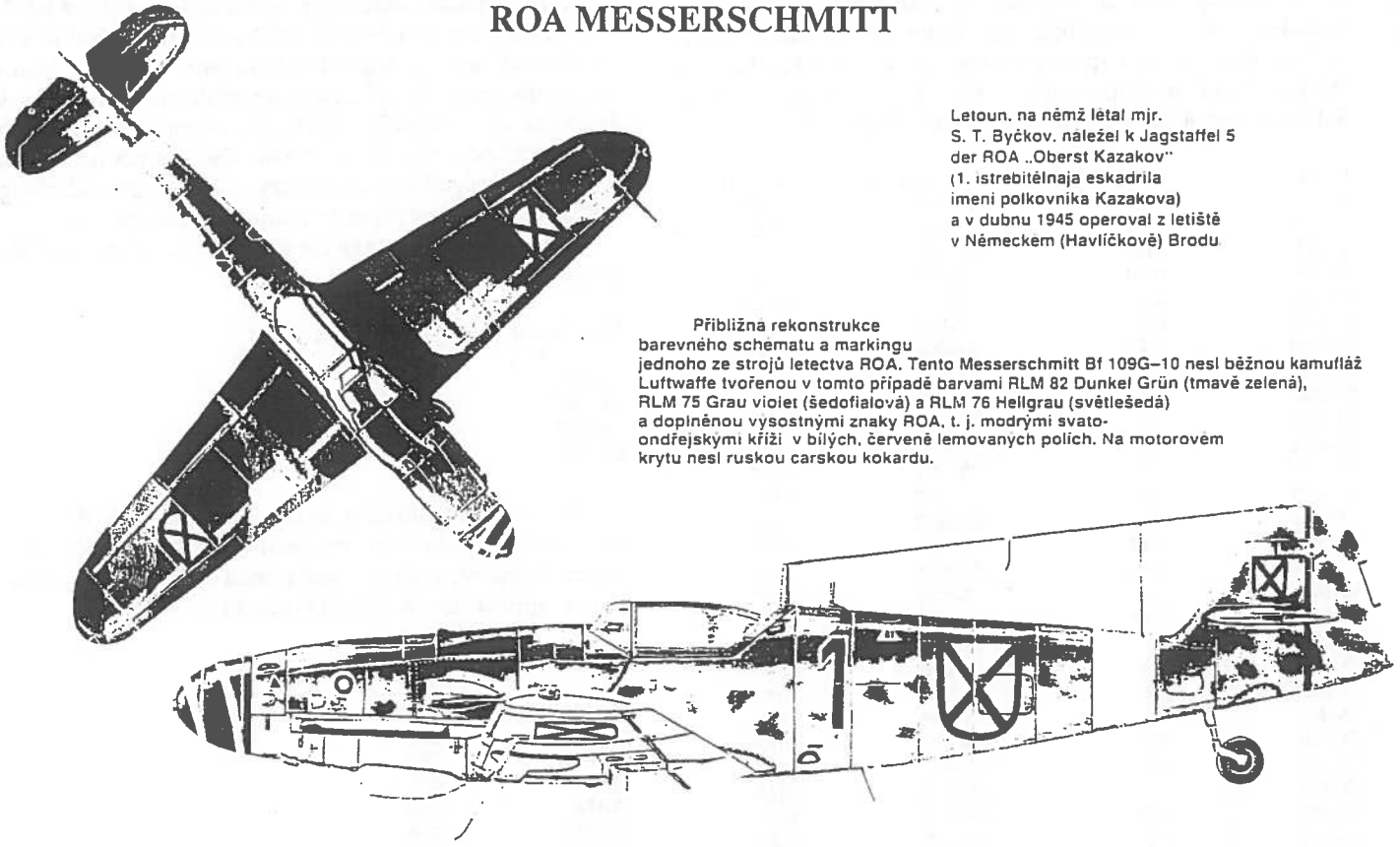
NOTE 2: Though it was reported in FLYING REVIEW INTERNATIONAL Magazine, Vol 26 No. 5 (May 1970), that North American Aviation received a contract from the US Government to recondition 34 ex-USAF F-100As to approximately F-100D standard for supply to RoCAF, subsequent issue of AIR INTERNATIONAL Magazine reported that 38 were supplied instead. This was confirmed when checked against the individual aircraft record card.

References:

1. Individual Aircraft Record Card from the AF Historical Research Agency.
2. Defence Monthly Magazine issue #82.

W. Yip, 535 Diana Place, Arroyo Grande, CA 93420, USA.

ROA MESSERSCHMITT



Letoun, na němž létal mjr. S. T. Byčkov, náležel k Jagstaffel 5 der ROA „Oberst Kazakov" (1. istrebitělnaja eskadrila imeni polkovnika Kazakova) a v dubnu 1945 operoval z letiště v Německém (Havlíčkově) Brodu

Přibližna rekonstrukce barevného schematu a markingu jednoho ze strojů letectva ROA. Tento Messerschmitt Bf 109G–10 nesl běžnou kamufláž Luftwaffe tvořenou v tomto případě barvami RLM 82 Dunkel Grün (tmavě zelená), RLM 75 Grau violet (šedofialová) a RLM 76 Hellgrau (světlešedá) a doplněnou výsostnými znaky ROA, t. j. modrými svatoondřejskými kříži v bílých, červeně lemovaných polích. Na motorovém krytu nesl ruskou carskou kokardu.

[Editor's note: These drawings and Czech captions are from the magazine "Plastic Kits Revue" are are reproduced here with the kind permission of their editor. I did not attmept to translate the captions because they are mostly self explanitory (and I didn't want to make a fool of myself). However, my rudimentary Czech reveals that the ROA insignia consists of a blue cross on a white

"Imagine my surprise on reading the letter in SAFO #68 asking for information on air raids on Tarnopol, Poland, by the Slovak Air Force during the September Campaign. I lived in Tarnopol during September 1939 and later on during June 1941. On both occasions, I avidly watched the activities in the air above the town. I remember air raid warnings were given by sirens and then by bursts of 'Ack-Ack' fire. There were many light anti-aircraft weapons positioned on the roofs of the principle governmental and municipal buildings and on the larger schools; these guns were manned by personnel of the Czech Legion.
"Operating against the Poles in September were exclusively twin-engine types such as Dorniers and Heinkels. In 1941, I saw Ju-87, Ju-88, and Hs-126. At no time did I observe Slovak aircraft operating over Tarnopol. However, this does not rule out the possibility that Slovak aircraft attacked targets on periphery of the town."
Kris Choloniewski (SAFCH #96), ul. Sabaly 21m30, 02-174 Warszawa, Poland.

"I have an update to my article on the Paraguayan PBY-5A that appeared in SAFO #67: The Catalina, ex-LATN ZP-CBA, ex-FAP T-29/2002, has been put back into flying condition by its present owner, an American fellow from Frank's Aircraft Inc., Forth Worth, Texas. This a/c, carrying US registration N96FP, took off from Asuncion in mid-April 1994 bound for the USA."
Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo #2721, Asuncion, Paraguay.

"The story in SAFO #65 on the Soviet view of the air war in Korea brought up that old hoary subject about the RAAF's 77 Squadron losing five Meteors in one day to MiG-15s. All evidence available to researchers in Australia reveals that only three Meteors were shot down and one damaged on 1 December 1951. Another Meteor had been shot down on 29 August 1951, but, in total, the RAAF lost only four Meteors to MiGs. Also, on 1 December 1951, a MiG was shot down by FO Bruce Giogenly in Meteor A27-15. It was in this action that Meteors A77-29 (Sgt. B. L. Thompson), A77-251 (Sgt. V. Drummond), and A77-949 (Sgt E. D. Arimot) were shot down by attacking MiGs. Sgt. Arimot was killed while Sgts. Drummond and Thompson ejected and became POWs for the remainder of the Korean conflict. I hope this clears up the old chestnut of the RAAF losing five Meteors in one action.
"I've finally been able to tie up the serials of the RAAF's F-11A's and G's which were purchased in recent years:

F-111A-CF

RAAF s/n	ex-USAF s/n	c/n
A8-109	67-0109	A1-154
A8-112	67-0112	A1-157
A8-113	67-0113	A1-158
A8-114	67-0114	A1-159

plus 67-0095 and 67-0106 (c/n A1-140 & 151) which are held in the US as attrition replacements for the Avionics Upgrade Program (AUP) that the F-11C's are currently undergoing.

F-111G-CF

A8-259	68-0259	B1-31
A8-264	68-0264	B1-36
A8-265	68-0265	B1-37
A8-270	68-0270	B1-42
A8-271	68-0271	B1-43
A8-272	68-0272	B1-44
A8-274	68-0274	B1-46
A8-277	68-0277	B!-49
A8-278	68-0278	B1-50
A8-281	68-0281	B1-53
A8-282	68-0282	B1-54
A8-291	68-0291	B1-63
A8-506	69-6506	B1-68
A8-512	69-6512	B1-74
A8-514	69-6514	B1-76

Also, more information on the happenings of the ex-RAAF Chinook fleet. These were transferred to the Australian Army and 11 sold to the US Army for $40 million Aus. dollars. Of these 11, four will be upgraded to CH-47D's and will be returned to the Army's 5th Aviation Regiment around April next year (2) and July (2) 1995 and should become operational sometime in 1996.

CH-47C

A15-001	E-001	73-12970	Crashed 2/85
A15-002	E-002	73-12971	to US 9/93
A15-003	E-003	73-12972	
A15-004	E-004	73-12973	
A15-005	E-005	73-12974	
A15-006	E-006	73-12975	
A15-007	E-007	73-12976	
A15-008	E-008	73-12977	
A15-009	E-009	73-12978	
A15-010	E-010	73-12979	
A15-011	E-011	73-12980	
A15-012	E-012	73-12981	

CH-47D

A15-102	E-002	A15-002
A15-103	E-003	A15-003
A15-104	E-004	A15-004
A15-106	E-006	A15-006

Mike Mirkovic (SAFCH #465), 413 Burt Way, East Perth, WA 6004, Australia.

"Enclosed is the drawing promised you last time, of the South Korean biplane. I had a look through Japanese Aircraft of the Pacific War, Rene J. Francillon, Putnam, 1970, and I agree with you, it does indeed appear to be a Tachikawa Ki-9 intermediate trainer, Allied code name Spruce. No mention is made of the type being used by the South Koreans, however. The drawing is traced from a color photo in Korea - The Air War 1950-1953, Jack C. Nicholls & Warren E. Thompson, Osprey, 1991.
"I was recently in a book shop, and I spotted a photo of another Spruce in Korean markings in Broken Wings of the Samurai: The Destruction of the Japanese Air Force, Robert C. Mikesh, Airlife, 1993. This aircraft has a plain Korean roundel (no bars) on the fuselage; roundels above both wings, possibly of the bar-less type; no "K" on the rudder; and no numbers or other identification. This book has a number of photos showing Japanese aircraft in the markings of various small air forces, which is nice as Japanese aircraft are rarely seen in anything other than Japanese markings. I will have to save up and get myself a copy.
"This aircraft is apparently not the only plane used by the South Koreans in mixed markings. Air War Over Korea - A Pictorial Record, Larry Davis, Squadron/Signal Publications, 1982, has a photo of a Cessna L-19A Bird Dog. Unfortunately, the first digit of the serial number is partly hidden behind the tailplane, it could be either an 8 or a 9. This is part of a line up, but I can not tell if the other aircraft also have mixed markings, only a US star and bar being visible on their fuselages.
"A few issues ago someone was asking about Liberian national insignia. I knew that I had seen a photo of one of their aircraft in Air International, but I have only just found the issue concerned. Drawing enclosed, traced from a color photo in Air International, Vol.37, No.4, October 1989. Two Cessna Model 208, Caravan I light transports (US military designation U-27A) were delivered to Liberia in 1986, this being the first military order for the type. They are flown by the Air Reconnaissance Unit of the Liberian Army, hence the ARU prefix to the serial number. One aircraft is said to have been lost by 1989. The U-27A can carry armament, but I do not know if this applied to the Liberian aircraft. A cargo pod can also be fitted beneath the fuselage. The color scheme is semi-matt Olive Drab overall, with gloss orange trim. The serial is yellow, set low on the fin. The spinner is a bright, chrome silver, with black propeller blades. The stripes are applied only to the front faces of each blade, and are white/black/white. The national insignia comprises a small white star on a blue circle, outlined in white. The side bars are white, with a blue center stripe. The whole marking is then outlined in red. A US civil registration, in aft slopping white letters, is also worn. ARU-22 is N9454F, but I do not know what the other aircraft was.
"The Encyclopaedia of the World's Air Forces, Michael J.H. Taylor, Patrick Stephens Ltd, 1988, has a photo of a VIP Boeing 727. This is mainly white, with a light grey lower fuselage. There is a red and dark blue cheatline broadening towards the rear. The title Republic of Liberia appears on the forward fuselage, above the cabin windows. A fluttering Liberian flag appears on the fin. The registration appears to be EL-GDL or GOL. No wing insignia is visible.
"RNZAF news: the Aermacchi MB339 that crashed on 13 October 1993, NZ6465, has now been written off. The last batch of three aircraft were apparently only delivered in February 1994. The full-color squadron badge on the nose has now been replaced by a low-vis, black-only copy of the central design from the squadron badge: a Kea sitting on a tree branch. The last two figures of the serial number on the fin are now being applied in light grey rather than black, but the nose numbers are still in black, at least they were on NZ6471 when I saw her at Whenuapai in March.
"On 16th March 1994, a 75 Squadron TA-4K Skyhawk, NZ6254, was damaged in a landing accident. The aircraft left Ohakea for Waiouru on a weapons training flight, but was forced to turn back with a fuel problem. On landing, at 1050 hours, it veered off the runway, and onto the grass, breaking off at least one of the main undercarriage legs. But otherwise, it appeared to be intact. The pilot was not hurt.
"The Boeing 727 is getting a new color scheme. The basic finish of a white fuselage top, light grey lower fuselage, and bare metal wings, is retained. However the old dark blue cheatline, level with the cabin windows, is gone. Instead we have a light blue cheatline with dark edges, below the windows, which sweeps up and across the fin. The squadron badge is still behind the cockpit windows. The fuselage roundels no longer have a white outline, and the black nose tip is gone. The ROYAL NEW

ZEALAND AIR FORCE title, in black, is now above rather than below the cabin windows. The serial number, NZ7271, is worn on the white engine nacelles; with the last two repeated on the cheatline close to the nose, rather than on the nosewheel doors as before. The fin flash is now carried against a light blue background. The squadron emblem of a black and gold compass, topped by gold Prince-of-Wales feathers, and flanked by a red number 40, is now further forward on the central engine intake. This scheme was applied to NZ7271 in October 1993. NZ7272 is due to be re-painted in September 1994. Personally I do not like this scheme, the old colors where much more dignified and attractive. These new colors make the aircraft look like some trendy corporate biz-jet.

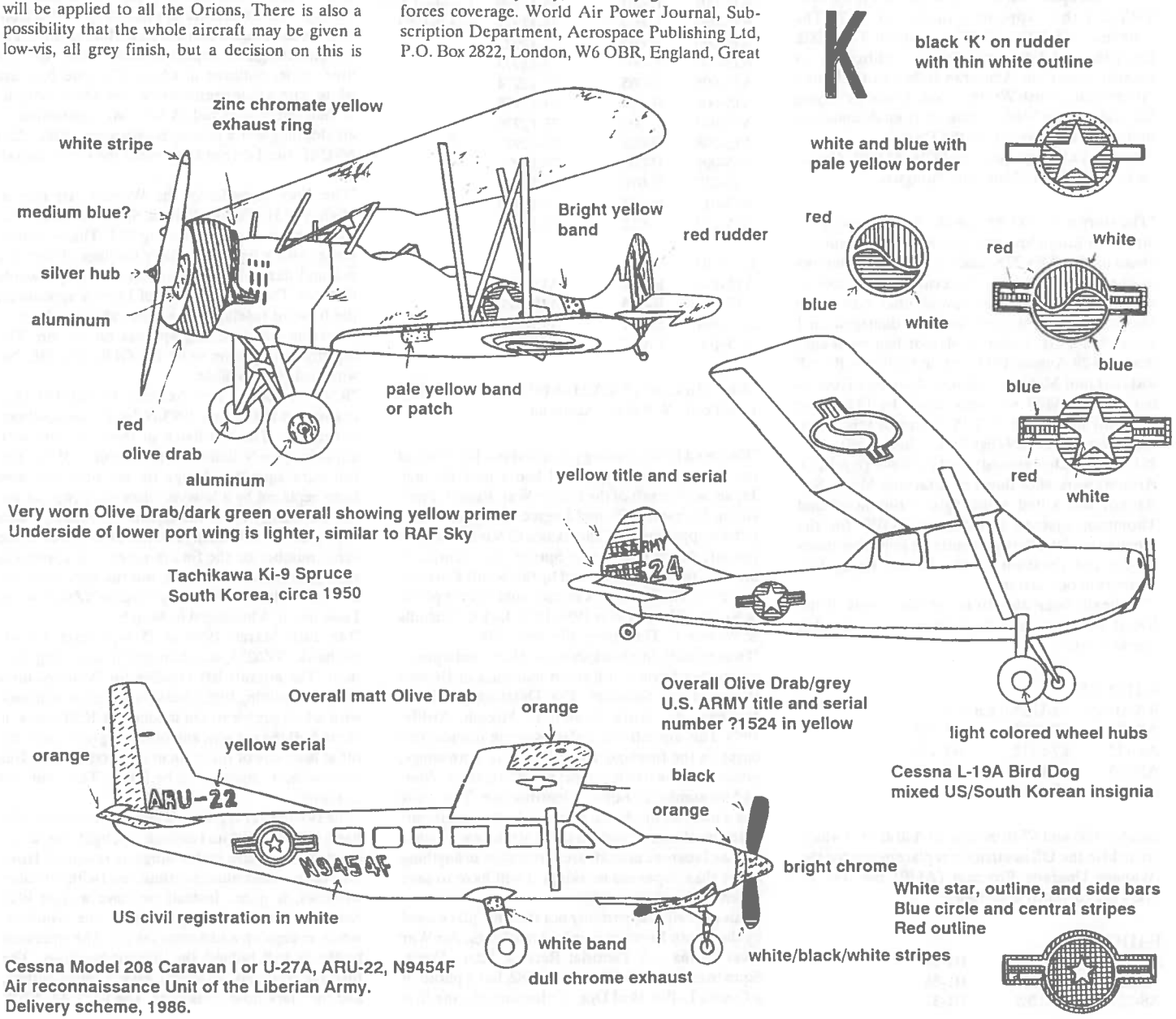
"RNZAF Orions seem to be getting grey radar radomes to match their light grey lower fuselages. During 1993 I have seen photos of NZ4201 and 05 with such radomes. Because of problems with moisture, a new method of sealing the radomes is being tested. 05 was the initial trials aircraft, with the radome later being fitted to 01. The original black finish is removed from the fiberglass, the radome sealed, and painted light grey. A decision has yet to be made on whether this modification will be applied to all the Orions, There is also a possibility that the whole aircraft may be given a low-vis, all grey finish, but a decision on this is apparently still a few months away. The current white/light grey, US Navy style scheme has been in use since the aircraft were delivered in 1966.

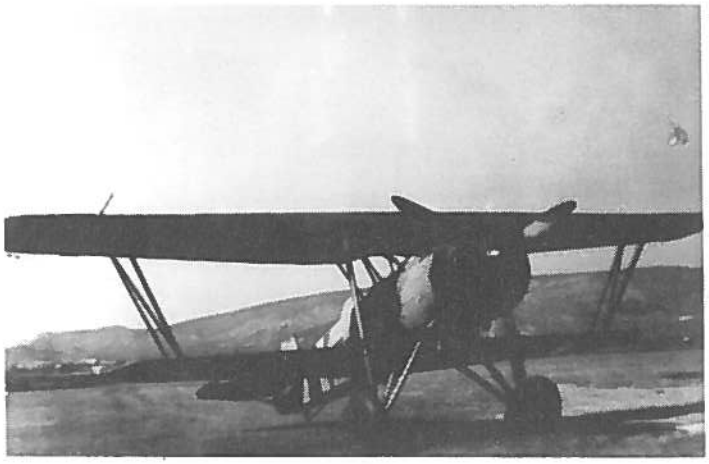
"During the bush fires in New South Wales. Australia, at the beginning of 1994. an RNZAF Hercules flew a load of helicopter monsoon buckets across the Tasman to help. This is unusual, as the Australians are usually able to handle these fires on their own. It may even be the first time that this has happened ?

"The British quarterly World Air Power Journal No.16, Spring 1994 has an article on the NZ and Australian forces. Twenty pages on the Australians including close-up color photos of unit insignia. Also eight pages on the RNZAF, with 57 color photos including unit insignia. One photo shows a small drawing of the character Dog, from the cartoon strip Footrot Flats, in black and white. This featured in the movie Footrot Flats - The Dog's Tale (1986). The artist, Murray Ball announced in April 1994 that he was retiring the character which he has drawn since 1975. Unfortunately the serial number of the aircraft is not listed. This is an expensive magazine, but of superb quality. It is available in either paperback or hardback editions. Current military only, with very good small air forces coverage. World Air Power Journal, Subscription Department, Aerospace Publishing Ltd, P.O. Box 2822, London, W6 OBR, England, Great Britain.

A new magazine appeared in April 1994. This is Classic Wings Downunder, which covers vintage aircraft and warbirds in both New Zealand and Australia. Issue No.1 is April-June 1994, so I assume it is a quarterly, although this is not stated anywhere in the magazine ! A4 size, 60 pages including the cover, color and b~w photos. News items on recent aircraft imports and restoration projects. Percival Provost (piston), several color photos of a warbird, and one b&w photo of Rhodesian RRAF 300. Mothcair restoration company. Boomerang rebuild, including 4 WW2 photos. Miles Messenger. RNZAF Corsair memories, 2 photos. Flying the PT-22. T-28 Trojan. Spitfire rebuilds. Watts Bridge fly-in. There is also a modelling column, with details of future plans for Tasman Model Products, and a new off shoot, Southern Cross Models. Addresses are: Classic Wings Downunder, P.O. Box 534, Blenheim, New Zealand; or Classic Wings Downunder, P.O. Box 625, Mount Ommaney, Brisbane, Queensland, Qld 4074, Australia."

Paul Adams (SAFCH #773), 81 Ponsonby Road, Ponsonby, Auckland 1, New Zealand.

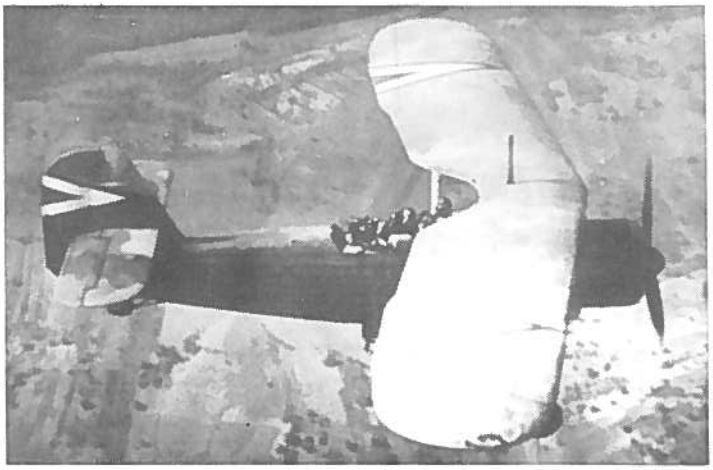




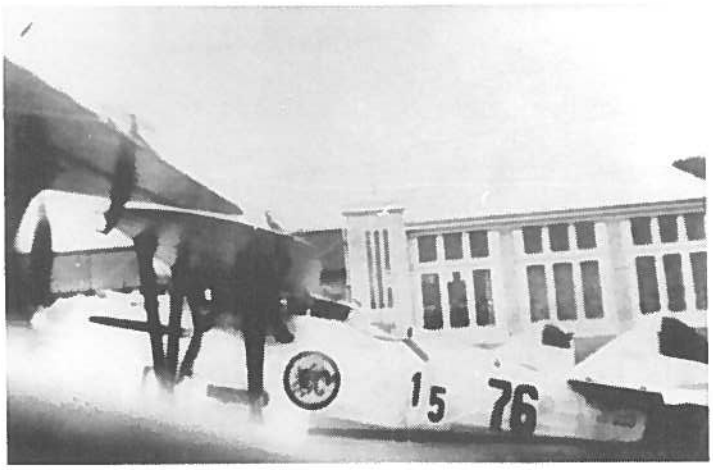
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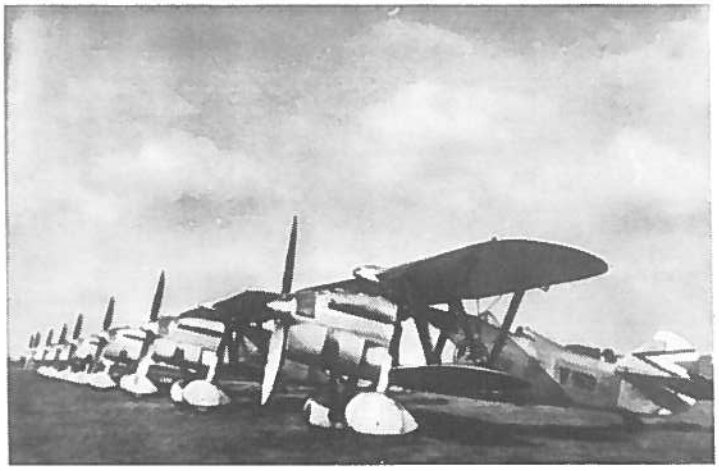
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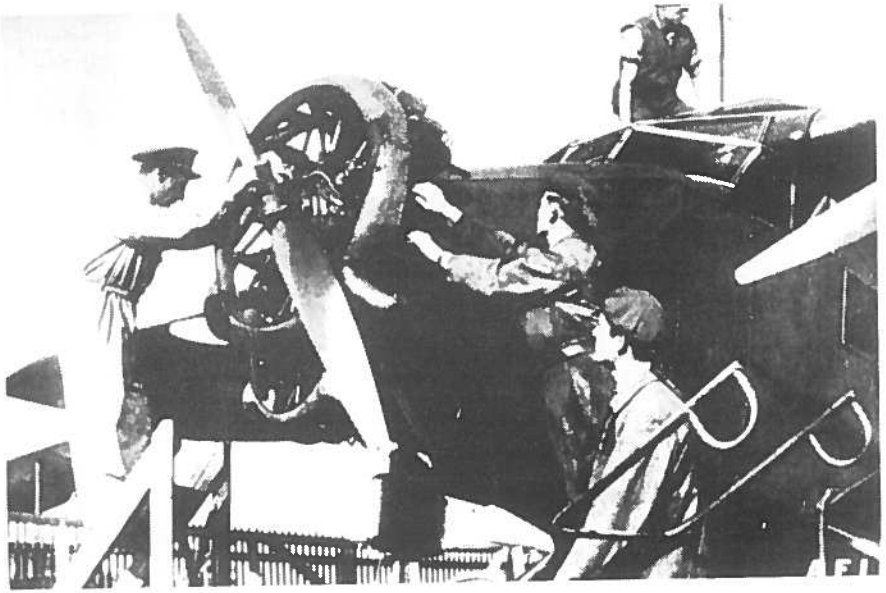


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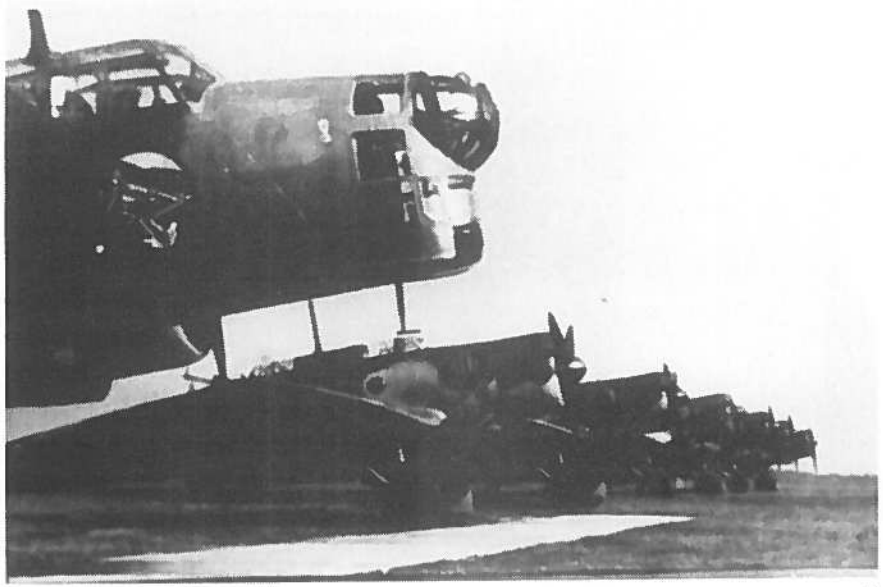
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